

# Los Angeles Sunday Times

SUNDAY MORNING, AUGUST 17, 1913.

Part VI: 10 Pages

IN THE ACTIVE INDUSTRIES.

THE LAND: For Free Soil and Free Men, For Free Ships and Free Workers.

Fresh Laurels.

## OTHER CITIES LEFT BEHIND.

Los Angeles Again Leads in Building Permits.

Is Fourth in Valuation for Month of July.

Totals for Leading Places Reveal Losses.

Los Angeles led all other cities in the United States, with the possible exception of New York City, for which figures are not available, in the number of building permits issued during the month of July. The probability is that Los Angeles also eclipsed the metropolis as this city was far ahead of the big eastern place in the number of permits granted for the year up to July 1.

The July total for Los Angeles was 1337 permits. Philadelphia came next in the list with 1151 permits and Cleveland followed with 1045 permits. Then came Detroit with 916 permits, Chicago with 876 permits, and Seattle with 703 permits.

In its output for July building operations Los Angeles stood at fourth place after New York, Chicago and Philadelphia, leading as usual all cities of under 1,000,000 population.

New York led with \$13,253,415 to the credit. Then came Chicago with \$6,635,609, Philadelphia with \$2,451,700, and Los Angeles, close upon the heels of the Quaker City, with \$2,324,214.

Cleveland had the creditable total of \$2,746,310, and Detroit boasted \$2,645,455. Milwaukee, San Francisco, Seattle and Newark followed in order.

The figures quoted are from the official reports of Construction News of Chicago, which in summing up the construction activities of July says: "Moderate reaction in building construction was sure to follow the high totals of the past few years. Permits were taken out in seventy-eight leading cities in July for the erection of 18,148 buildings, involving a total cost of \$10,845,562. The figures represent a decrease of 1285 permits in all of the cities in question and a total decrease of \$14,954,584 in valuation."

Following are the July totals given by Construction News for the ten cities leading in valuation:

City No. Bldgs. Cost

New York ..... 876 \$2,324,214

Chicago ..... 1151 6,635,609

Philadelphia ..... 1045 2,451,700

Los Angeles ..... 1337 2,324,214

Cleveland ..... 916 2,746,310

Detroit ..... 876 2,645,455

Milwaukee ..... 703 1,817,077

San Francisco ..... 427 1,416,638

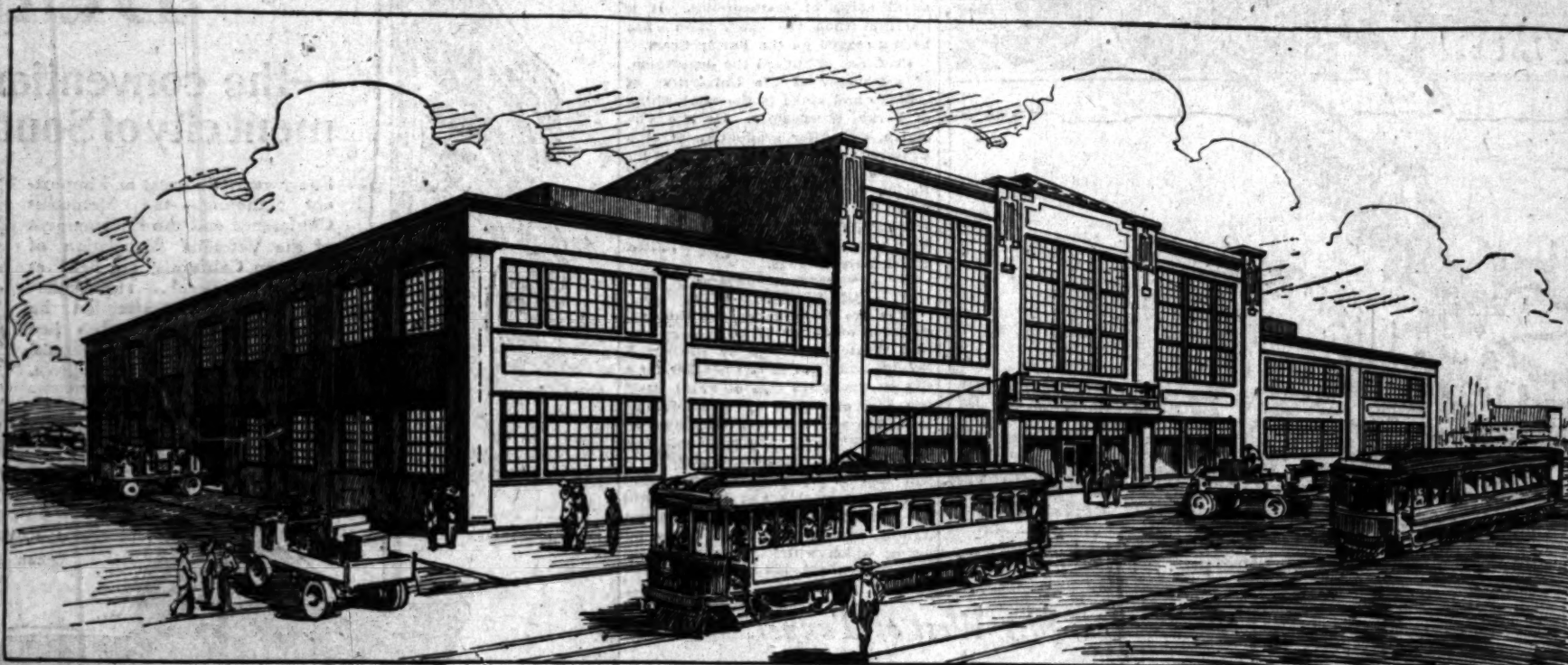
Seattle ..... 703 1,414,520

Newark ..... 124 1,307,089

SOUTH OLIVE SALES.

The Security Home Builders of Los Angeles report the sale of three bungalows just completed on South Olive street, the 20th Estate, being given at \$2200 in each instance. These sales included a bungalow at No. 8511 South Olive to William Mitchell, one at No. 8513 South Olive to Virginia Meeks and one at No. 8519 South Olive to C. E. Porter. The company will within the next ten days begin the construction of a 1600 sq. ft. building on Hobart boulevard, north of Santa Barbara avenue, and now has in process of construction ten bungalows on Hobart boulevard.

## Modern Manufacturing Plant for San Fernando Valley Metropolis.



Piano and organ factory to be built by Murray M. Harris Company at Van Nuys. The F. O. Engstrom Company has the contract.

departure from the ordinary box-like factory types. The building will be set well back from the street line, and the yard space thus created will be laid out in a lawn.

The plant will be of model construction and arrangement. The floors will be of cement. The ribbed glass type of windows will be used and in point of lighting and ventilation the building will embody the most advanced ideas of factory construction. Special provision will be made throughout for the comfort and convenience of the employees. The latest machinery used in the manufacture of musical instruments will be installed.

The company will be the first to manufacture entire pianos on the coast, the other piano factories of the Pacific Slope being merely assembling plants for instruments shipped in sections from the East. The concern has already attained a reputation for the manufacture of pipe organs, being the only company in the West engaged in the making of these instruments.

Announcement is made that in its new Van Nuys plant the company will broaden its field of activity by taking up the manufacture of a special kind of talking machines. The force of sixty men employed by the concern in its present plant at No. 702 Richey street, Los Angeles will be increased to 200 when the Van Nuys factory is in operation.

The Murray M. Harris Company has been operating for the past eleven years. Until this year the plant was conducted on a more or less co-operative basis. Last April the control of the company passed to E. S. Johnson, formerly manager of the Ellers Music Company of Los Angeles, with whom is associated P. Bell, formerly of San Francisco. The company has been conducting negotiations for a new factory site for two years before deciding to come to Van Nuys. Here the concern has received a royal welcome, many of the Van Nuys citizens having given a substantial encouragement by taking the company's bonds.

The company is during its existence, manufacturing some of the finest pipe organs in the United States, successfully competing with large eastern manufacturers. The great organ of the World's Fair, at St. Louis, and the magnificent instrument in the Fifth-avenue palace of former United States Senator W. A. Clark in New York are both products of the Harris company's Los Angeles plant. Many of the leading churches of the Pacific Coast cities have purchased pipe organs from the company.

In a large and attractively finished assembly room in the Van Nuys factory the company plans to install a mammoth pipe organ for permanent exhibition purposes. Here artists of the pipe organ will be enabled to try out the instruments under the best possible conditions.

Construction Begun Upon Handsome Hollywood Picture Theater. Will Seat About Seven Hundred. Construction has been begun in Hollywood upon one of the finest and most elaborate moving-picture theaters yet projected in the city. The building, planned by Krempel & Erkes for H. W. Lewis, will occupy a site on the south side of Hollywood boulevard near Highland avenue. It will follow the Romanesque style of architecture.

The structure will be 50x135 feet in size and of brick construction. The front will be faced with white glazed brick and terra cotta and the lobby will be finished in marble and tile. The main entrance, which will be reached by a wide flight of steps, will be covered by an attractive marquee, will be flanked on either hand by stores. An elaborate lighting scheme has been designed for the exterior.

The auditorium will have a coffered ceiling supported by Corinthian columns and will seat about 700 persons. Concealed wall lights, handsome ceiling drops, a sunken orchestra pit, rich wall hangings and leather-upholstered chairs will be features. The cost of the improvement complete is given at \$25,000.

**HOTEL TRANSFORMED.**  
Crown City Caravanary Undergoing Extensive Interior Improvements. PASADENA, Aug. 16.—Such extensive improvements have been and are now under way on the Hotel Green that when the large caravanary is opened next December the interior will practically represent a new hotel. David Boice, assistant manager, who in the absence of Manager D. B. Plumer, now at his summer home in Spring Lake, N. J., has been superintending the work, said yesterday that 150 rooms in the east building have been redecorated and refurnished and that work will soon be begun on the rooms in the larger west building.

A diversity of schemes has been followed in the decoration and furnishing of these rooms. In some the treatment is colonial; others are finished entirely in white enamel; and others in mahogany. The music-room in the east building has been completely refurnished and redecorated. The improvement of the basement of the east building, which was begun last winter, will be the establishment of a "cellar-room," in which a number of banquets were given, has been further carried out by the cutting of a new entrance to this part of the hotel from the arcade.

Of building permits issued here this week those for improvements to cost \$1000, or more, follow: James H. Gout, five-room, frame dwelling, No. 1126 North Michigan avenue, \$1200; Mrs. M. F. Thompson, six-room, frame dwelling, No. 40 North Meredith avenue, \$2472; Mrs. Florence A. Still, seven-room, frame residence, No. 576 South El Molino avenue, \$2600; Frank E. Dewey, six-room, frame residence, No. 48 North Meredith avenue, \$2300; W. A. Hogan, five-room frame residence, No. 1911 Lincoln avenue, \$1900.

**PRE-OPENING SALES.**  
Sales of 145 acres at a total of approximately \$60,000 are reported by Bryan & Bradford and H. H. Cotton, owners of the Fairview Farms property on the mesa between Huntington Beach and Newport. The list of purchasers is given as follows: Henry D. Meyer, thirty acres; Mary T. Gillespie, twenty acres; W. J. Symons, fifteen acres; L. Sonderberger, ten acres; Elvina L. Shadley, ten acres; W. B. and N. O. Mellott, ten acres; Frederick M. Adams, five acres; I. H. Ramsey, ten acres; and William H. and Ruthanna H. Douglas, thirty-five acres. According to A. C. Tobias, sales manager for Fairview Farms, each of the purchasers will begin at once to put his land under cultivation on an intensive scale, and will plant fruit and nut trees as soon as practicable.

**ORANGE LAND SALES.**  
M. S. Robertson and E. M. Sheridan report the following sales of citrus land in Orange Cove for Orosi Orange Land Company: C. A. Wagener, twenty-one acres, \$2150; Mr. Geiser, twenty acres, \$2500; John Grove, twenty acres, \$2500; Charles Bingham, twenty acres, \$3000; C. N. Birch, eighteen acres, \$2250; James Johnson, twenty acres, \$2000; A. J. Stewart, twenty acres, \$4000; Herman T. Lassar, twenty acres, \$4000; and Barbour Clawson 160 acres of alfalfa land, \$20,000.

**Devil's Gate Pleasure Structure Promised Four Years Ago, Urged by Bond Committee for Early Construction—Enterprise Has Strong Support.**  
LONG BEACH, Aug. 16.—The Long Beach Bond Campaign Committee has been organized to prosecute an active campaign in behalf of the voting of bonds for the construction of the proposed Devil's Gate Pleasure Pier in the Belmont Heights section of this city. The election has been called for September 2, on which date the fate of the project will be settled, for the present year, at least.

The history of the Belmont Heights Pier is an interesting one. It entails a struggle to settle one of the most naturally beautiful beach residence sections in this vicinity, an effort to incorporate Belmont City, a fight upon the part of that place to come out whole in a "wet and dry" fight, and finally to avoid consolidation with Long Beach, of which it is now a most desirable part, and to which its annexation presented a united result that broke the census record in 1910.

About five years ago, Belmont did incorporate as a city of the sixth class. This action was taken so that certain public improvements could be secured by the bond route.

Prior to Long Beach city election

(Continued on Second Page.)

**FINANCIAL**  
The strong and well managed Building and Investment Company (like any other financial institution) can weather the storms) is one you—every investor—should understand right before placing spare funds. You want safety above all things, and then a return.

**This Company**  
Consolidated Securities Company stands out in the foreground as one of the strong Building and Investment Companies in Los Angeles. It has a splendid record. It has steadily grown stronger each quarter of its eighteen (18) months' existence until it has attained a substantial surplus and nearly

**\$1,000,000.00 Assets**  
It has been economically and carefully managed and has built up a large clientele. It has carried every investment to the entire satisfaction of all concerned. In addition it has paid

**Six (6) Cash Dividends**  
and is now preparing for another. Its treasury shares are selling for \$1.75, which price holds good until

**Aug. 31, 1913**  
When an advance to \$1.85 will take place and a little more than \$2.00 a share will be reached. These advances will fall to those who invest in time.

The general public, as well as investors, are invited to fully examine the Company's assets and its record at any time during business hours—an invitation that is confidentially extended by only the well known and reliable.

**CONSOLIDATED SECURITIES COMPANY**  
(The Rapidly Growing Company)  
1111 St., Los Angeles, Cal.

Picture theater planned by Krempel & Erkes for H. W. Lewis. Attractive "movie" house now under construction at No. 6762 Hollywood boulevard.

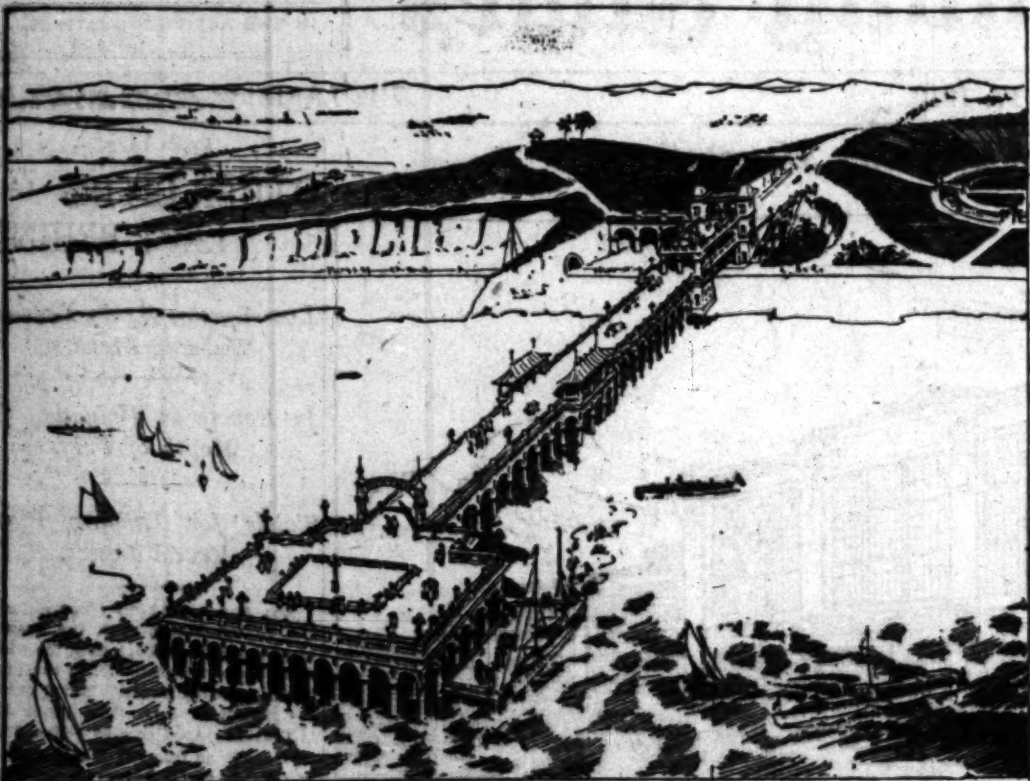
**HOLLYWOOD THEATRE**

**SEA.**

**at Culver City.**



## Projected by City of Long Beach.



Sketch for proposed Devil's Gate pleasure pier.

## Vote on Pier Project.

(Continued from First Page.)

In 1909, the candidates from both the Independent and Charter parties for Mayor, City Attorney and other city officers, offered the people of Belmont in mass meeting, a proposition of consolidation, which was to include, among other improvements in immediate contemplation, a pleasure pier at the foot of Thirty-ninth place, or Grand avenue, the approach being the grotesque bluff known as "Devil's Gate."

The territory adjacent to Devil's Gate, it is now being urged, deserves improvements commensurate with the best residence section of Long Beach, which, it is generally conceded, is Belmont itself. To the north and west highlands recede from a sheer ocean bluff fifty feet high to Signal Hill in the background. To the east of Devil's Gate lie the lowlands of the West Naples country in marked contrast to plateau. The south border is an apparently unlimited expanse of white beach bearing away to the east.

The pier, as proposed, will be of a single deck and reinforced concrete construction. It will be twenty-two feet wide, broadening into a spacious area at the seaward extremity. There will be an equipped boat landing barge and an inviting sun parlor. At the pier approach will be modern rest rooms and steps leading down to the sand.

## ENORMOUS OUTLAY.

Hundreds of Millions Expended Annually for New Building in United States.

(New York Press.) The ebb in building construction has been reached for this year, if records of the past may be taken into consideration, because from now the number of buildings planned steadily increases.

Grandstreet's report for 120 cities in the United States shows a grand total expenditure for six months of \$449,175,922, against \$465,045,926, the high-water mark for building in the first six months of 1909, the record year. In the present report a decrease of 3.4 per cent. is shown from the first half of 1912, and 4 per cent. from the first half of 1909.

The responsibility for this falling off in the country's building rests practically upon the decrease shown in this city (four boroughs reporting.) Thus, the building expenditure in New York City in the first half of the present year was only \$54,616,496, as against \$122,219,430 in the like period of 1912 and \$146,942,765 in the first half of 1909. This shows a decrease in expenditures in this city of 51 per cent. from 1912 and 43 per cent. from 1909.

With New York City's expenditures deducted in each of these years, a total expenditure for building is found of \$252,957,264, as against \$244,922,269 last year and \$218,104,155 in the first half of 1909. By deducting these figures a gain at the other 118 cities of 1.5 per cent. over 1912 and of 10.7 per cent. over the first half of 1909 is shown.

To put it in another way, the country's building expenditure in the first half of this year, New York City excluded, was larger than in any preceding six months in its history.

## To Enter Here.

## COMBINE MAKES BIG SHOWING.

## SHRINKING FACTS IN SHELL-ROYAL DUTCH REPORT.

Reserve Reveals Ten Million-Dollar Increase—Holdings Are Scaled All Over the World—Oklahoma Concern Is Already Paying Dividends.

In view of the fact that the Shell-Royal-Dutch combine seems destined soon to enter the oil producing business in California, the report of the chairman of the board of directors for the year 1912 may prove of interest as showing the immense amount of capital at the command of the company, and the varied extent of its holdings.

In reviewing the year's work, the chairman, Sir Marcus Samuel, Bart was compelled to mention the Ural-Caspian corporation, the Oklahama fields, Mexico, Roumanian, Dutch India, Sumatra, Perak, Borneo, Java, Ceylon, Dromb, Sarawak, New Zealand and Trinidad. This, it should be remembered, does not include the properties of the Royal Dutch portion of the syndicate.

Concerning the Oklahoma field, the Oklahama Syndicate, Ltd., under

which name the company operates there, now has a daily production of 3000 barrels, and is paying dividends at the rate of 4 per cent. per annum.

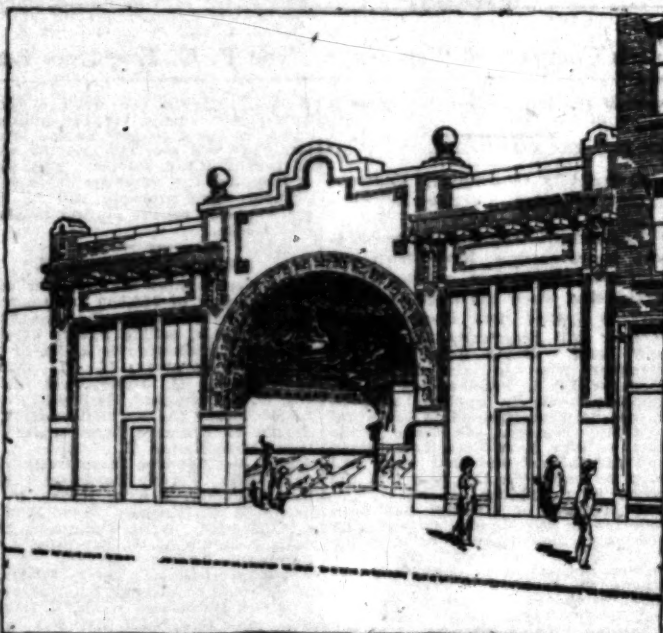
Sir Marcus Samuel made an exhaustive speech on the company's operations during the past year and its prospects for the current year. It was pointed out that the ordinary capital of the company had been increased from \$18,750,000 to \$17,500,000, and that the 30 per cent. dividends of the company had been paid on the larger amount. More surprising, however, is the gain in the reserve fund. At the close of 1911 there was on hand \$5,600,000. In one year this was increased to \$15,000,000.

The working balance of the company in cash and liquid assets was sufficient to meet all the demands of its large operations. December 31, last, the company had in cash and liquid assets, consisting of the securities of outside corporations, \$11,181,200. Yet the greater part of the company's record for the year was due to the increase in prices during the latter six months.

It was not until that time that the return to normal from the extremely low prices of 1911 was commenced, and until this advance began, the company's profits were not extremely large.

In discussing the various holdings of the Shell interests, which are scattered over the entire world, Sir Marcus referred to the holdings in Mexico. It appears that some 20,000 acres are owned there, consolidated under a company known as the Petroleum Mexicana, which has a capital of 5,000,000 guilders (\$2,000,000). Four wells are being put down on the property. Options on much more extensive properties have been very nearly concluded.

## For Site West of Tunnel.



Picture theater for Third near Figueroa.

Attractive building planned by Train & Williams for Herbert I. Goudge and C. L. Chandler.

## WILSON REWARDS VIRGINIAN.

Professor at More Island Navy Yard Given Highest Rank in Mathematics Corps.

(BY A. P. RICHY WIRE TO THE TIMES.) VALLEJO (Cal.) Aug. 16.—Prof. T. J. J. See, instructor of mathematics at More Island Navy Yard, head of the naval observatory at this station, has received from President Wilson his commission as relative captain, U.S.N., the highest rank in the naval corps of mathematics. It is the first time the commission has been awarded on the Pacific Coast.

Prof. See organized the department of astronomy at the University of Chicago and aided in the establishing of Yerkes observatory. He is a Virginian, and after graduating at the University of Missouri he obtained his doctor's degree at the University of Berlin, when he presented to the world his thesis "The Evolution of Double Stars." He became a professor in mathematics in the United States navy in 1899.

## FOR CLOSE-IN SITE.

Bids are being taken for the construction of an attractive moving picture theater projected by Herbert I. Goudge and Charles L. Chandler for a site on the north side of Third street just east of Figueroa. The building, plans for which have been drawn by Train & Williams, will be 62x150 feet in size and of brick construction. It will cost about \$12,000. The lobby will be in marble and tile and will be flanked by stores. An indirect lighting system will be used in the interior, which will have a seating capacity of about 700 persons.

## Huntington Beach

—the convention and encampment city of Southern California

Every year two great and important gatherings—the Methodist Conference and the Encampment of the Veterans' Association of Southern California, are held at Huntington Beach. The Methodist Conference, attended by about 10,000 people, has just ended its sessions. The Veterans' Encampment is now in progress. The yearly selection of Huntington Beach for the holding of these meetings, and its growing popularity as an assembly place for these associations, is a

strong tribute to the ideal location of the city, which is situated on a level plateau, 20 feet above the sea, the finest pleasure beach near Los Angeles, and only 15 minutes ride to Los Angeles by Pacific Electric car—in climate, both winter and summer, is ideal.

Town lots at the beach are sold at 1.25 and 1.50 per foot frontage, and are sold at 1.50 per foot frontage at Huntington Beach for less prices than any other place on the coast of Southern California.

Town lots now \$225 up, 10 per cent. per cent. quarterly, average \$200 in the same terms. Come out to our office any day (open Sunday) or call our Los Angeles office and let us show you some real investment stock.

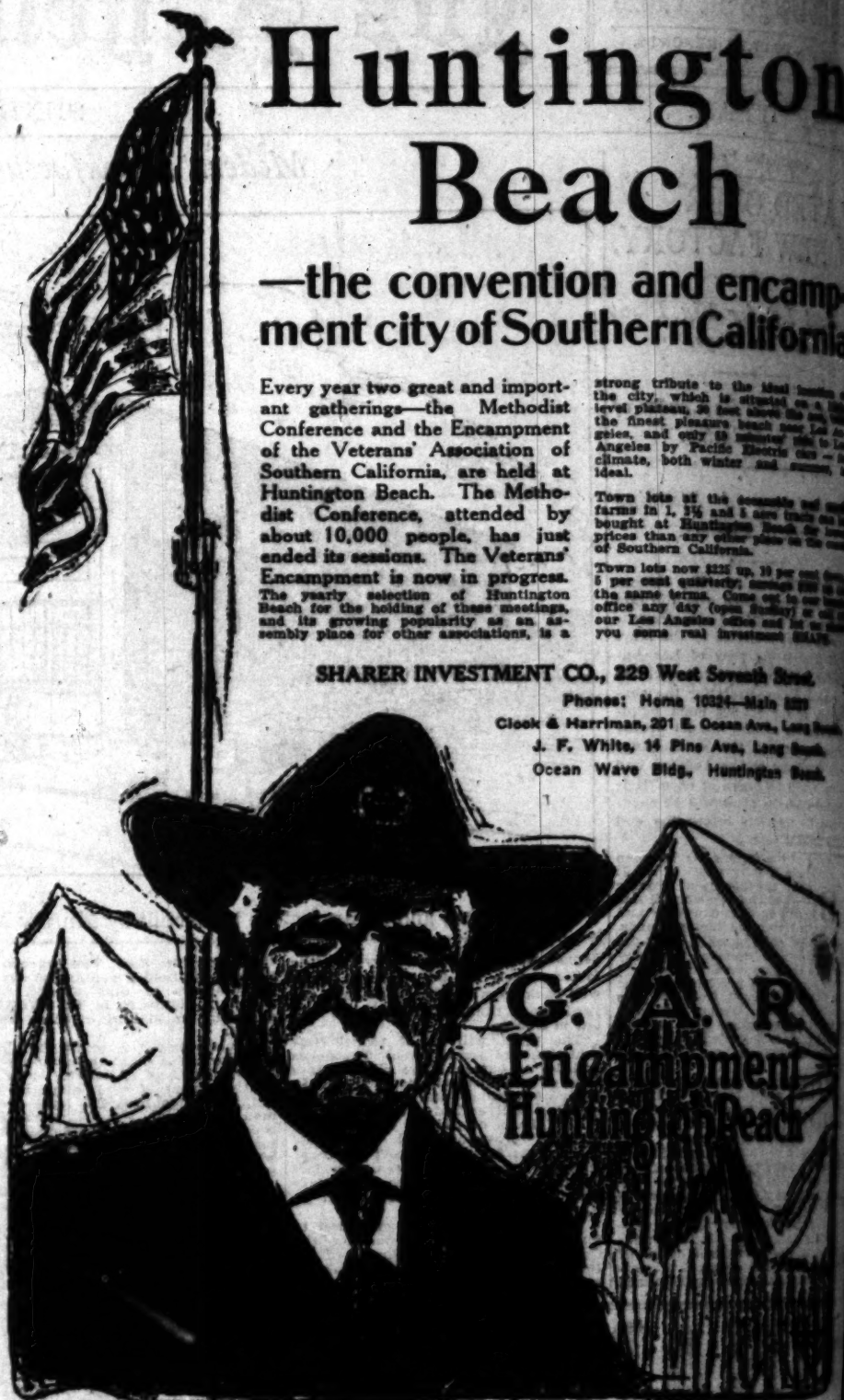
SHARER INVESTMENT CO., 229 West Seventh Street.

Phones: Home 10234—Main 1023

Clock &amp; Harrison, 201 E. Ocean Ave., Long Beach

J. F. White, 14 Pine Ave., Long Beach

Ocean Wave Bldg., Huntington Beach.



## BEAUTY OF S HOMES FEATUR

How One of Santa M Companies Is Paving Future—Crescent Ba for Large Home Bu

## Think About It.

## CONQUESTS ARE VERY EXPENSIVE.

IT HAS COST TO SURJ GATE MEXICO.

The People Have Put Up a Defiant Resistance Against Each of The Historic Invasions of the Territory and Would Do the Same Thing Again.

The New York Evening Sun: Twice Mexico gained independence on American soil. The American people have stepped in and conquered the country. We have availed ourselves of each of those opportunities. The present is a chance to open the gates of the Mexican Empire into the hands of the United States. The Mexican war was not the French interventionist of the present. The interventionist of the present is a determined effort to reverse the old judgment of the country of Cortez, who conquered Mexico as a profit.

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## WHY?

Keep Your Money in the Savings Bank at 3% or 4%

When It Will Earn

7%

If You Put It Into

## First Mortgages

There Is Nothing Safer, Not Even a Safe Deposit Box (You Cannot Lose Your Money in a First Mortgage)

We Have a Number of First Mortgages

In Sums of

\$1200 and Up

A total of about \$40,000. All these mortgages are on high-class, new bungalow homes in the best and most rapidly growing sections of the city and all are for only

30% to 40% of the Full Value

These mortgages can be turned over at any time without delay or expense.

## WANTED

Private Loans Only. No Brokers.

Address "G," Box 527, Times Branch Office



## He's Happy—Why?

## HE SEES A CHECK COMING SEPT. 1st.

His investment in shares of this company, only a short time ago, will bring returns at this surprisingly early date.

—Returns from actual earnings.

—A dividend which you, too, can share by joining this company now.

California's building and development work never had brighter prospects. Crops all over the country are abundant and prices excellent. This means a great influx of people to share the numerous advantages conferred by the Southland.

"The living present" demands action on your part if you would share in the profits from the resulting growth.

## STOCK AT 14c A SHARE

—can be bought in monthly payments exactly suited to your requirements. Only a small amount down.

This stock is increasing in value all the time. With our real estate deals, our insurance policies, which sell even before they are issued, our life insurance and other departments, all managed—this investment is not only profitable, it is superior through and through.

A representative will be glad to give you details. Call or phone.

Ask for "Live Wires"

Thos. M. Bridges, Manager Stock Sales  
Home F 1785

**MERCHANTS REALTY & INVESTMENT COMPANY**  
SUITE 808 VAN NUYS BLDG. SEVENTH and SPANISH

## Attractive New A

Home of Merrill Moore G



DAY MORNING.

[PART VI.]

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Californiathe ideal location of  
the new city, with  
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and its own power  
plant, is the ideal  
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## BEAUTY OF SANTA MONICA'S HOMES FEATURE OF BROAD FAME

One of Santa Monica's Home Building Companies Is Paving the Way to a Great Future—Crescent Bay City the Ideal Center for Large Home Building Planned.

How About It?  
QUESTS ARE  
VERY EXPENSIVE.

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### A BRICK AND A FLOWER

Peculiar Companionship that Re-  
quired an Irishman to Explain the  
Prominence Given Them.

(Washington Post.) Not long ago  
an English cycist was wheeling  
through some of the country by-ways  
of the west of Ireland, and, on his  
journey, one day had occasion to dis-  
mount at a small roadside cabin so  
that he might make inquiries as to  
his whereabouts.

The tenant of the humble shanty  
effectively invited the tourist to come  
in for a little rest, and this he con-  
sented to do.

As soon as the stranger had en-  
tered the hut he could not help ob-  
serving the extreme poverty of every-  
thing about him. The furniture was  
of the crudest possible description,  
and among the various articles was  
an extraordinary, but primitive, ar-  
rangement that evidently served the  
purpose of a sideboard; this simple  
complement of a rough plank, support-  
ed at each end by four bricks.

Being duty as a sort of center em-  
placement on this strange stand was half  
an old brick, and resting on it was a  
faded flower. The stranger became ex-  
ceedingly curious as to the meaning of  
this brick and flower, and during the  
course of conversation he made in-  
quiries about it.

"Shure, yer honor," said the Irish-  
man, "and do ye really want to know  
what the things mean? Well, then, I'll  
tell ye. Ye see this big hole at the  
back of my ear? Shure, then, if  
was made entirely wid that brick."

"But what have you got the flower  
there for?" asked the tourist.

"Ah, but shure, now," proceeded  
Pat pleasantly, "that is a flower off  
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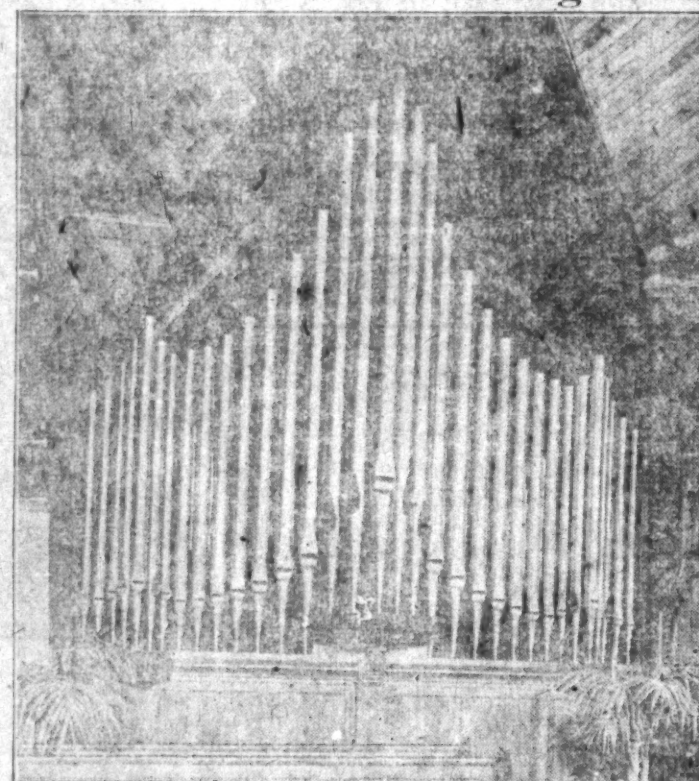
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## The Industrial Era is on at VAN NUYS

Metropolis of the 37,000-Acre Van Nuys-Lankershim  
Ranch, and the Wonderful San Fernando Valley

Where the New Home of the Johnston Organ and  
Piano Manufacturing Company is Being Built



This organ, the famous \$50,000  
organ in the New York Home of  
Ex-Senator W. A. Clark, and the great  
St. Louis World's Fair organ, were  
made by this company.

Work on the New Factory at  
Van Nuys, to Cover 75,000  
Feet of Floor Space, Has  
Started, and the F. O. Eng-  
strum Co. is Rushing the  
Work. It Will Add Ulti-  
mately 250 Skilled Operatives  
and 1000 Inhabitants to the  
Population of Van Nuys, In-  
creasing Land Values Im-  
mensely.

Get Busy!

Get in Ahead of the Factory—Don't Wait for the Advance in Prices  
That is Sure to Come. Take the Profits Yourself.

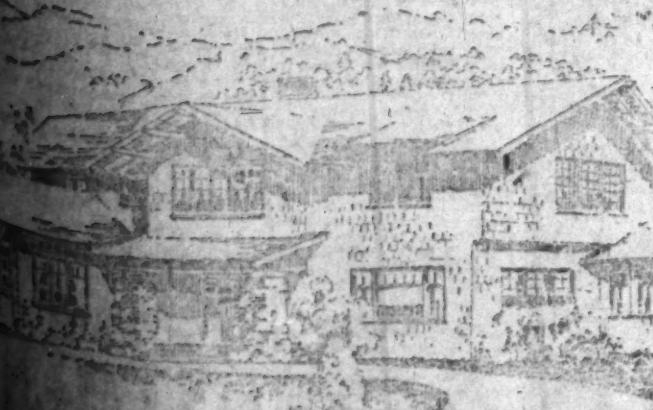
If you are interested in poultry raising come in and learn how Van  
Nuys will surely become "The Petaluma of Southern California"

Large and Small Ranches, Villa Sites, Residence and Business Lots.  
FREE Automobile Excursions Leaving Headquarters, 319 S. Hill St., at 9 a.m. and  
2 p.m. Daily Except Sunday. Call or Phone for Reservations in Advance.

W. P. WHITSETT SALES  
MANAGER

Bdwy. 3525 319 South Hill Street F2369

### Attractive New Arroyo-Side Residence.



Home of Merrill Moore Grigg in San Rafael Heights



10324—Main 8223  
E. Ocean Ave., Long Beach  
Fine Ave., Long Beach  
Huntington Beach.

# R

## Development

### in Peasants

Live Wires"  
Sales Made 1753  
MENT  
and SPRING

3

10324—Main 8223  
E. Ocean Ave., Long Beach  
Fine Ave., Long Beach  
Huntington Beach.

# R

## Development

### in Peasants

Live Wires"  
Sales Made 1753  
MENT  
and SPRING

One of Santa Monica's Home Building Companies Is Paving the Way to a Great New Crescent Bay City the Ideal Center for a Large Home Building Planned.

errill Moore Grigg in San Raf

nel Heights

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F2369

of Merrill Moore Grigg in San Rafael Heights



... in the  
... of the States



After September 1 Second Floor Hollingsworth Bldg.



# How to Judge Real Estate Values

By Charles A. Elder

**T**HERE are several very vital and important factors that should be considered by any person contemplating the purchase of Real Estate.

We all admit that Los Angeles real estate is increasing rapidly in value and that profits are certain for those who buy right.

"Well bought is half sold" is a saying that may well be kept in mind by the buyer. The following cardinal factors will enable any one to properly judge approximate values.

**T**HE first and principal item is location. Where is the property? Is it in the heart of a well developed section or is it miles away from the city? Do built up business or residence districts directly adjoin it, or are you offered "futures" at "present" prices.

**S**ECOND: How accessible is the property? Is it reached by a frequent car service with a cheap and reasonable fare? Has it boulevard

service? Can you step from the car into your own home along a paved street or walk?

**T**HIRD: What are the conveniences offered you? Has the property gas, water, electricity, telephone, sewers, trees, palms, parkings?

Has the property been properly restricted against the encroachments of cheap shacks or corner stores which would detract from the beauty and depreciate the value of your home or lot? Are there schools and churches near by?

**F**OURTH: What is the future of the property? What concrete reasons are there for its development, growth and probable increase in value? Are numbers of homes actually being built? All wealth consists of the value that is added to raw material. No property can increase in value as long as it "stands still."

It must go either forward or backward. When you buy in a locality where hundreds of homes are built and where thousands of people live your

property becomes more valuable.

**F**IFTH: Who guarantees the future of the property? Is there a large and successful concern behind it and has it the means, the money, the men and the ability to carry out its plans? If so, it can make increased values for you.

**S**IXTH: Are the prices asked prices of the present? Has the climate, the scenery or the future been capitalized, and are you being charged for them, or are values figured on the cost of acreage—plus improvement—plus a reasonable profit to the subdivider?

**I**N Tract 1700 of this Company, between College Tract and the Baldwin Hills, you will find that all of these questions are satisfactorily answered by the property itself.

You will find every salient factor of a good real estate investment. \$80, or more, cash down and \$8 monthly will secure a lot here.

They are close-in.

They have 3-minute car service.

They have 5c car fare.

They have city conveniences.

They are properly restricted.

The future success of the tract is guaranteed by the successful record of this Company, which is the largest co-operative building and subdividing company in the world.

Hundreds of homes have been built here.

Hundreds more will be built.

This Company creates your profits, by actual and costly development.

**T**HE lots are priced exceedingly low—at prices only made possible by this Company's enormous purchase of acreage totaling in estimated value fifteen million dollars or more in this locality alone.

See Tract 1700—compare prices.

Get your lot NOW! Charles A. Elder, President, Los Angeles Investment Company, Broadway at Eighth.

## WHAT WE WASTE.

In the Bus of New York, Frank Kessler tells us that 40 cents of every dollar we earn goes for nothing, as the price of our inefficiency—that as a nation we waste ten billions of dollars yearly through pure neglect.

We waste \$50,000,000 and sacrifice fifty lives a year in forest fires and have been doing it for over a generation, while in some years the loss amounts to \$200,000,000 in money. In addition, the young growth destroyed by fire is far more valuable than the merchantable timber burned.

We waste a billion cubic feet of natural gas daily, the most perfect of fuels, enough to supply every city of over 100,000 population in the United States.

We waste \$225,000,000 a year in the manufacture of coke in lost gases, \$40,000 tons of ammonium sulphate of similar value and nearly 400,000,000 gallons of tar worth \$9,000,000, a total with other wasted by-products of \$35,000,000.

We waste a vast sum yearly in not utilizing our deposits of peat as fuel. The value of our available peat beds is estimated at thirty-nine thousand millions of dollars (\$39,000,000,000).

We waste \$3,000,000 horse power every year by failure to utilize our water power. At \$2 per horse power per year, which is below the average price, being less than 1 per cent. horse power per hour, this waste amounts to \$600,000,000 in value.

This is far in excess of value of all coal used annually, and if this power were utilized coal would be conserved for future use, for heating and for purposes where the water power would not be serviceable.

We waste \$225,000,000 a year in losses through floods and freshets. The most of this could be prevented by proper engineering in the erection of levees and dams.

We waste \$600,000,000 a year in soil erosion. Through the neglect of farmers to properly work their land and to prevent the formation of gulches the fertility of the soil is washed into the lowlands and seas.

We waste vast land resources by failure to drain swamps and over-wooded areas. These lands could be reclaimed at small expense, increasing the value of the land threefold and supplying homes for 10,000,000 people.

We waste \$300,000,000 a year through losses to growing crops, fruit trees, grain in storage, etc., by rodents, insects, whose multiplication is largely due to careless methods of agriculture.

We waste \$200,000,000 a year through the loss of life and limbs, of which \$40,000,000 is chargeable to Texas fever, while tuberculosis, measles and cholera are next in importance. These diseases are largely preventable, if not eradicated.

We waste \$775,000,000 a year in loss of income due to industrial diseases that cause loss of time, of which \$40,000,000 is chargeable to pneumonia, influenza, and other diseases.

We waste \$1,500,000,000 a year through loss of life and limbs to industrial and other workers through preventable accidents. The truth of this is corroborated by the fact that the expense

of life in Germany is ten years longer than in America.

We waste \$1,000,000 a year in the form of 1,345 human lives, using the figure of 1700 as the economic value of a human life, in coal mine accidents, which are almost wholly preventable.

We waste 10,535 lives and the cost of 169,523 injuries in railroad accidents each year.

and for the and street and tramway accidents, the cost of the administration of the law itself. This is equivalent to the economic value of 176,470 lives at \$1700 a life.

We waste a considerable portion of our vast pension expenditures of \$175,000,000 yearly, due to fraudulent and undeserved pensions granted. The cost of the pension armies of Germany, France, England and Austria-Hungary is less than \$100,000,000 yearly.

We waste \$25,000,000 a year in handling the mails, while the German government makes a net profit of \$21,000,000 a year on a much smaller gross business.

The foregoing are only a few of the principal items in the price we pay for the inefficiency of our Federal and State governments (notably California, the writer), as with proper administrative efforts an enormous part of the total would be saved.

There are in addition countless important items of waste and loss which cannot be definitely ascertained, as many unknown factors enter into them, though the losses are no less because of not being determinable in dollars and cents.

The foregoing figures are the result of careful and frequently repeated estimates by conservative governmental experts, and are in each case in accord with the observations of intelligent farmers and other interested persons acquainted with conditions.

For do these items aggregate the principal part of the losses of inefficiency.

We waste \$250,000,000 annually in fire losses to buildings and other structures.

We waste \$400,000,000 a year in the loss of the porters of city water supply used for fire fighting, in fire department charges and in distribution charges, all of which makes the loss per capita in this country ten times that of European countries, showing the grossest waste and inefficiency.

We waste \$750,000,000 annually in mismanagement of railroads, of which \$300,000,000 is due to personal services, \$300,000,000 in fixed charges and \$150,000,000 in supplies.

We waste, perhaps, a greater sum in private manufacturing establishments. While this has not been estimated by experts, the value of the roads of the country are valued at \$11,000,000,000, while the value of manufactured products exceeds \$7,000,000,000, and since railroad efficiency is 70 per cent., while manufacturing efficiency is but 50 per cent., the loss to manufacturing—waste and loss—probably greater than in railroad efficiency.

The waste in the careless handling of eggs, \$40,000,000 a year, largely due to breakage in transportation. What the vast waste of careless freight, express and baggage handling amounts to in actual damage, besides the increased cost of packing to guard against it, it is impossible to estimate.

We waste an enormous amount which has not yet been made the basis of a comprehensive examination. In losses due to improper and antiquated methods of mining, in coal, copper, gold, silver and other metals and in the metallurgical processes of various kinds.

We waste not less than one-third of all the coal used for power purposes and vastly a larger proportion

in heating through failure to adopt modern machinery.

We waste \$25,000,000 by failure to adopt the potato drying process used in Germany, that proportion of our potato crop rotting annually.

We waste \$12,000,000 a year in failure to utilize the value of potato and other plants, a source of profit in Germany, but a loss to us.

We waste each year sums which though immense are not capable of being computed in our slowest to adopt a great number of improvements which are available and in daily use in Europe. Potato drying is only one example of this.

We waste \$702,000,000 a year at the lowest estimate in the failure of our workmen and manufacturers to adopt common sense practice in daily operations, a method of working the introduction of which is being greatly hampered by being called by the high sounding name of "scientific management" or "motion study."

We waste \$50 lives and the cost of \$700 accidents in transportation each year in New York City alone, with a proportionate loss in other cities throughout the country.

Many other great annual losses by waste will occur to the reader, not only among which is the loss of millions upon millions of dollars year after year by unnecessary and always unprofitable labor strikes—millions, many millions, of wages lost to the striking workers and other millions, many of them, lost by employers and the public by reason of the strikes.

In the Beginning.

## GOD A FEMALE, SAYS OLD TABLET.

### REMARKABLE ACCOUNT OF THE CREATION AND DELUGE.

Translation of One of the Oldest Tablets Ever Rescued from the Ruins of Nippur and Which is Believed to Have Been Written About the Time of Abraham.

[New York Herald:] The story of the creation and the deluge as written in ancient Babylon not less than 4000 years ago has been deciphered at the museum of the University of Pennsylvania.

The oldest tablet rescued from the ruins of Nippur several years ago by one of the museum expeditions. The story, which is written in epic form, was translated by Dr. Arno Poebel.

The account is similar in many respects to that in the Bible, but the striking difference being that mankind was created by a female deity called Nintu, and another being that the creation of the earth followed that of man.

The Noah of the Bible appears in the tablet story as Ziusiur, who is said to be the grandfather of the hero of the flood, and the story is accepted as a parallel can be drawn between it and the story as preserved in the literature of the Jews.

An interesting feature of the epic is the assertion that the cities established by the flood and that some endured until historic times, the epic says, and has stood for nearly 3000 years. The arch has an unsupported span of thirty-six feet six inches, and stands twenty feet from

the ground. Tradition has it that the monument was planned and built by his own church.

This arch was near the front of the entrance and supported the organ loft, which was built on a platform as soon as the supports were taken away.

Then a monk who was neither an architect nor an engineer "dreamed" an arch, and drew up a plan according to his vision. When the arch was for the fourth time completed the designer stood beneath it while the supports were removed, staking his life on his inspired work. It stood, and still stands. The church was destroyed by fire in 1737 and now nothing remains but this marvelous arch.

The rule is now the property of private owners, and unless the famous arch is speedily bought by the government of Panama it will be torn down and a modern apartment-house will be erected on the site.

No Loafers in Switzerland.

[Harper's Weekly:] It is rather difficult in Switzerland to try to live without working. In that commonwealth the people proceed upon the theory that a man who is unemployed is not only a nuisance to the community, but a waste by being a charge and a tax upon the community. The Swiss, therefore, consider the problem as an economic question to be solved by the state.

The purpose is to assist the unfortunate unemployed to secure work, not only for the sake of his family, but in the interests of the commonwealth. There is no toleration of the idle, and vagrancy is classified almost as a crime.

Should an unemployed person not make serious effort to obtain work, the authorities proceed to find for him, and when they do he is compelled to perform a task.

If he is placed in the workhouse, where strict discipline is maintained, and every inmate receives food, clothing, and shelter, and is paid for his labor.

There are in Switzerland institutions where temporary employment may be had by persons out of work through no fault of their own. They receive comfortable accommodations, and some money compensation until they can find more remunerative wages.

Dress of Sumatra Brides.

[Wide World:] Brides all over the world like to make the best display possible on their wedding day, and the bridal attire of the various countries is invariably both costly and beautiful. For sheer gorgeousness, however, it would be hard to rival the wedding finery of the brides of the island of Sumatra.

The dress is woven entirely of gold thread, and weighs so great that the wearer can hardly move; even standing up requires a distinct effort.

Apartment for the wedding golden dress, the bride is loaded down with gold ornaments, rings, bangles, ear-rings, pendants, girdles and necklaces of solid native gold, most masterfully wrought.

One might almost think that the natives, having heard something about a good wife being "worth her weight in gold," had set out to prove the fact by loading their quaint little brides with the precious metal.

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CARVES FINE  
IRISH MEAT

Honolulu Letter  
Assessment

Big Gas Plant Is  
Construction

Oil Man, Back from  
Vista Field

London Police Also Talking  
of the Closed Shop.

London Police Also Talking  
of the Closed Shop.

London Police Also Talking  
of the Closed Shop.







## EVERYTHING FOR THE BUILDER

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Buy your Building Materials direct from the Wholesaler and put an extra profit in your pocket. We are the largest dealer in Building Materials west of Chicago. Our purchasing power enables us to offer value that the small dealer cannot possibly reach. Call and get our price and make us prove our statement.

**Ready Roofing**  
\$1.30 to \$2.25 per Roll.

A big lot of this high quality roofing just received. Going at great saving. \$1.30 to \$2.25 per roll. Comes in one, two and three ply. We also have 1000 rolls of the established Gambia ready roofing to be stored out at 75c on the dollar.

**Wall Board—Big Values.**

Save money by purchasing our high quality Wall Board which is 100 pounds heavier per 100 square feet than any other Wall Board on the market. Special \$3.25 value selling rapidly at \$2.50.

**Closest Combinations, \$11.50 and Up.**

You positively cannot match our prices quality for quality considered. High and low-down closest combinations with the best of nickel fittings at \$11.50 and up. See them this week.

**Big Bargains in Fresh House Paints—\$2.25 value \$1.25.**

We have 1000 gallons of Louis Bros. and Marvin-Williams House Paints going at the remarkable low price of \$1.25 per gallon. Also a large lot of Floor Paints at \$1.00 per gallon. Let us show you the quality of our paint.

**Roof Paints.**

These are exceptional values in Roof Paints in Red, Gray and Black at \$1.00 per gallon. Black, 25c per gallon.

**Shingle Stain, 50c Gal.**

A big lot of high quality Shingle Stain guaranteed to be perfectly satisfactory, going at 50c. Also a large lot of Shingle Stain at 25c. These stains are of the best quality and have been offered in the past at \$1.00 per gallon.

**Both Tubs, \$11.50 and Up.**

These both tubs can be used for common or fancy purposes. They are of the best quality and have been offered in the past at \$1.00 per gallon.

**Sash and Doors.**

Extra values at \$1.50 each. We have just received a carload of these excellent sash and doors at \$1.50 each. They are of the best quality and have been offered in the past at \$1.00 per gallon.

**Lavatories, \$4.80 and Up.**

These are high quality lavatories with enamel and brass. They are of the best quality and have been offered in the past at \$1.00 per gallon.

**GET OUR PRICES**  
**WHITING-MEAD COMMERCIAL CO.**  
415 E. 9th ST.

**Big Bargains in Lumber.**

Good boards formerly \$15.00, now \$11.00. 2x4s formerly \$12.00, now \$8.00. 2x6s formerly \$18.00, now \$12.00. 2x8s formerly \$22.00, now \$15.00. 2x10s formerly \$28.00, now \$18.00. 2x12s formerly \$35.00, now \$22.00. Old ceilings and joists for 10c.

**Shingles—EXCEPTIONAL VALUES.**

Brick roofing shingles, regular \$1.50, now \$1.00. Cedar shingles, regular \$1.50, now \$1.00. Bankrupt Stock Sash and Doors.

A large Bankrupt stock of new Sash and Doors going fast at 25c per cent. saving. Old doors going at 25c and 50c each. Come early and take your pick.

**Wall Board.**

A big lot of excellent Wall Board going at \$2.25 per square.

**Ready Roofing.**

\$1 and \$1.25 per Roll. This is an entire carload of roofing that was purchased at an unheard of saving. Going at \$1 and \$1.25 per roll, which is about 50c to 60c per roll less than regular price. Buy at once for future needs.

**Special Prices on Brick.**

Good Red Brick, per thousand, \$5.50. Face and Cream Colored Brick, per thousand, \$12.00.

**Plumbing.**

Great sacrifice this week on all plumbing. Instantaneous heaters from \$5 to \$7.50. Hardware—New and 2nd Hand.

Galvanized wash tubs going this week at 50c and 75c. Buckets going at 25c and 50c. Six hot furnaces in splendid condition. A big lot of second pipe and fittings. All kinds of second pipe and fittings. Hot water heaters, gas and oil. Hot water heaters, gas and oil. Hot water heaters, gas and oil.

**San Pedro Cars Pass Our Yards.**

**GREAT BARGAINS IN SECOND-HAND BUILDING MATERIAL**

**WHITING WRECKING CO.**  
8th & SAN PEDRO STS.

**Furniture**  
at Low Rent Prices.

Our location out of high rent district makes it possible for us to sell you furniture fully one-third less than others.

Stock comprises everything in furniture line at first for prices.

**FOLEY FURNITURE CO.**  
627-643 South Los Angeles Street

## WHY THE NEW HAVEN RAILROAD CHANGED PRESIDENTS.

Charles S. Mellen Was Brusque and Ambitious—Dividends Were Reduced and Shareholders Became Alarmed—Howard Elliott, Efficient But Soft-Spoken, Steps Into His Shoes—Both Came from the Northern Pacific, Morgan, Baker, Rockefeller, Ledyard and Rea on the Board.

BY WILLIAM H. KNIGHT.



Howard Elliott.  
The new president of the New York and New Haven Railroad.

HOWARD ELLIOTT, the newly chosen president of the New York, New Haven and Hartford Railroad, the great traffic artery between New York and Boston, is only 32 years of age, yet for ten years has been president of the Northern Pacific, one of the transcontinental railroads, and for six years prior to that had filled responsible positions in the Burlington and its subsidiary systems.

Under Mr. Elliott's management the Northern Pacific and the Burlington have achieved marked success and enjoyed unexampled prosperity. Mr. Elliott, however, is not a man of the Northern Pacific. He is now one of the over-seers of that institution.

He began railroading as a roadman on the Burlington road. From this humble post he rapidly rose to responsible positions and has filled them all with credit. But why was he called from a great western railway system to head the New Haven road? To answer this question it is necessary to recall a brief history of this New England system, whose troubles are now engaging the attention of men in railway circles throughout the country.

Charles S. Mellen's career has been somewhat spectacular. He was born in Lowell, Mass., in 1851, and began his career as a clerk in a subsidiary road. He became chief engineer of the Vermont Central, and subsequently filled various positions in other New England roads.

From that narrow field he made a jump to the Union Pacific, where he was for several years traffic manager. He was then called back to New England to become vice-president of the New York, New Haven and Hartford Railroad, but he had hardly warmed his official seat when he was offered the presidency of the Northern Pacific. There he made his mark as an able financier and for seven years was recognized as one of the railway magnates of the country.

J. P. Morgan was on the Northern Pacific board and also on the New Haven board. He felt that the latter road needed a man who had watched Mellen's course on the Northern Pacific, concluded that he was the man to tackle the problem confronting the New Haven, who was receiving a salary of \$50,000 from the Northern Pacific, was transferred to the presidency of the New Haven at a salary of \$50,000, which was later increased to \$60,000.

The trouble with the New Haven system was the same as that which has been encountered by all the large steam roads of the country. Suburban trolleys had been extending their tentacles from the business centers to the adjacent environs beyond to near-by cities. This harmed the steam roads in two ways: it drew off their profitable commuters, and

formed complete connecting links between cities previously dependent upon the steam roads. These innovations made great inroads on their incomes.

**BUYING THE TROLLEYS.**

The obvious remedy was to buy up the trolleys and make them subsidiary to the steam roads. This policy was adopted by Mellen with good results for the New Haven system. But the people demurred. They had not the benefit of competition, but now their traffic was reverting back to the old hated monopoly. And the steam roads began carrying things with a high hand. On the whole, the people were feeling better service than before the trolley era, but they could not brook the thought of again being in the grasp of a monopoly.

Meanwhile President Mellen, who was fired with ambition and desired to extend his system, secured the merger of the New Haven and the Boston and Maine roads. It was a master stroke. It was a virtual extension of the New Haven to the heart of Maine and to the Canadian frontier on the north and east. Of course there could be no valid objection to this making a longer trunk line, and the two systems could be operated together more economically and to better advantage than singly with duplicate management.

But again the people rebelled; they had suffered from the dominance of the railway companies in the legislation of all the New England States through which their routes lay, and they had become very jealous of the insidious influence exerted by them in all departments of the State and municipal governments.

Let us glance at the physical and financial elements of the two systems this morning. The New Haven system has a trunk line from New York

to Boston, 359 miles in length, and leased lines branching off in every direction, totaling with the main line 2091 miles. It will not compare in extent with the Northern Pacific, but it has a greater volume of business and is in the midst of a much interior life. It is capitalized at \$150,000,000, actually, it is claimed, \$125,000,000 less than its physical valuation.

Down to July, 1912, it had paid 125 dividends—14 per cent. from date of organization in 1878 to 1912, and 5 per cent. subsequent to the latter date, but a year ago the dividends dropped to 6 per cent., and then there was a further reduction to 4 per cent. The air was thick with rumors. Shareholders, which had been tenaciously holding around 150,000 in the 120s, Securities were depreciated and fortunes seemed melting away. This state of things could not continue, something must be done.

As long ago as 1906 Mr. Mellen got into a controversy with the Interstate Commerce Commission, hand line that body in his usual brusque and vigorous manner. He claimed that it was not right that "the position of defective advocates, public prosecutor, judge, jury and executioner should be in the same hands."

It was regarded a harsh arraignment of the methods pursued by the government officials, and showed a lack of good judgment in view of the fact that the commission was yet to deal with the road.

**THE DIVIDENDS.**

Louis Brandeis said recently that the New Haven was paying out in dividends more than its total earnings, hampered as it is by obligations arising from costly lease of subsidiary roads. He said the road has short-time notes maturing during the next eight months of over \$40,000,000. "The whole thing was worse than a wildest thing scheme."

Mr. Choate, the road's attorney, states that an issuance of stock has been authorized, amounting to \$55,000,000, which would take care of these notes and produce a cash surplus to meet other demands. Among other charges was one that the road had made contributions for campaign expenses, but this had been done openly, the accounts audited, and records made of the transactions. Among the items so expended was \$24,400 which went to the Republican national campaign fund in 1904, and other amounts to Republican State campaigns in New York, Connecticut and Rhode Island. It was intimated that these were among the methods used for influencing legislatures, but the road's attorney stated that such contributions would cease in the future.

Robert Homans, attorney for the Boston Chamber of Commerce, said that New Haven had a practical monopoly of transportation in New England, having bought up trolley lines in Massachusetts, Connecticut and Rhode Island, and controlling most of the steamers on Long Island Sound. In 1909 the New Haven obtained 800,000 shares of the Boston and Maine. West the court ruled that the New Haven could not hold this stock. It organized the Boston Railroad Holding Company to take over the Boston and Maine stock. As

a result of this action competitive conditions were eliminated at many points in New England.

What of the Boston and Maine? Its mileage is greater than that of the New Haven, being 2332 miles, but it serves a much less populous territory and its capitalization is only \$45,000,000. The original corporation dates back to 1825, and its growth, though slow, has been continuous and healthy. Among its directors are Charles S. Mellen, president; Thomas E. Byrnes, vice-president; Theodore N. Vail, president of the American Telephone and Telegraph Company; and J. P. Morgan, Jr., and these are all directors of the New Haven.

**POPULAR CLAMOR.**

Why should not these two systems with interests largely in common, remain united? But in obedience to a popular clamor, Mr. Mellen, who had taken steps to dissolve the union. Among the directors of the New Haven are Charles S. Mellen, president and chairman of the board; William Rockefeller and C. M. Pratt of the Standard Oil; George F. Baker, the great treasurer of the First National Bank of New York; J. P. Morgan, Jr., now head of the great Wall Street firm; T. C. Ledyard of the New York Central; Samuel Rea of the Pennsylvania railroad; and Theodore N. Vail, above mentioned.

Under several resolutions the executive committee of the situation had been discussed, at one of which Mr. Mellen frankly stated that it is his opinion a condition exists that is full of disquieting possibilities, that it is his duty to discuss the causes of this condition, that it had to be met, and that the only way to meet it was by his resignation. He felt that everything he had done would be justified, but if he remained to work out that justification the road might be further embarrassed. A resignation was accepted with formal regret, though it had doubtless been anticipated that he must take that step.

One of the difficulties that had been experienced was the brusque and impetuous manner in which Mr. Mellen had viewed his associates, to his employees, and to representatives of the State and municipal governments, a failing that had grown upon him in recent years, and which had given offense to many persons at interests with whom the road had to deal.

A committee of six was appointed to select a successor, and Mr. Vail, a man of large experience and wide acquaintance was made its chairman. Among the names prominently considered were Howard Elliott, for ten years president of the Northern Pacific; Daniel Willard, president of the Baltimore and Ohio; Ralph Peters, president of the Long Island Sound and Western Railroad; Edward E. Loomis, vice-president of the Lackawanna; R. E. Byrnes, vice-president of both the New York and Boston & Maine, and B. L. Winchell, director of the Union Pacific.

The choice fell upon Mr. Elliott, who had succeeded Mr. Mellen on the first of September. There is general commendation of the choice. Always noted for his gradualism, Mr. Elliott talks freely with members of the press and is otherwise a "good mixer." It is believed that he can handle the policy of the road, and his task will be to reconstitute the credit of a well-located, well-equipped railroad which has been practically paralyzed by the public.

Probably no other railroad in the country has its internal affairs so thoroughly sifted and so openly discussed before the public as has been the case with the New Haven during the past few weeks. Railway methods of managing have become more even to the uninitiated and the business of other railroads will be more carefully scrutinized by investors and the public hereafter.

## BUILDING PERMITS.

Following are the building permits for 1918 and over, from August 7 to August 14, inclusively:

Brick rooming-house, four stories, 200 rooms, No. 67 San Julian street; John Orly, owner; H. Campbell and H. W. Weigand, \$25,000.

Residence, seven rooms, One Hundred and Sixty-eighth street, east of 10th Ave. Astor street, produced; M. L. Finch, \$20,000.

Brick theater, No. 675 Hollywood boulevard; H. W. Lewis, \$15,000.

Bungalow, six rooms, No. 1245 West Fifty-second street; A. A. Livingston, \$15,000.

Reinforced-concrete house and store building, four stories, seventy-two rooms and five stores, Nos. 127-129 East First street, and Nos. 201-203 North Los Angeles street; N. E. Cramer, \$35,000.

Brick hotel building, three stories, thirty-three rooms, No. 748 Kohler street; H. J. Ooster and B. J. Mann, \$13,500.

Residence, seven rooms, No. 474 Larchmont; J. M. Lewis, Misses Mary C. and Minnie Allen, \$25,000.

Brick hotel building, four stories, ninety-four rooms, No. 811 South Hope street; H. W. Wagner, \$50,000.

Bungalow, six rooms, No. 1512 Maubert avenue; Ben Hachule, \$2,000.

Brick lodging-house, ninety rooms, No. 910 Wall street; B. W. Pappas, \$45,000.

Brick lodging-house, four stories, ninety rooms, No. 735 South Hope street; Mrs. Charles Jacoby and Sidney Goldman, \$35,000.

Residence, seven rooms, No. 5417 Virginia avenue; L. Swall, \$10,000.

Brick dormitory, two stories, No. 600 South St. Louis street; A. T. and R. P. Railway Company, \$18,000.

Brick fifteen rooms, No. 377 East Thirty-fifth street; E. A. P. Morris, \$45,000.

Apartment-house, two stories, No. 1437 South Union avenue; Eugenia D. Porter, \$8,000.

Bungalow, five rooms, No. 2501 Glen Allyn drive; W. J. Gowan, \$18,000.

Brick theater and store, No. 1213 South San Pedro street; Mrs. S. H. Myers, \$22,000.

Brick store, No. 1033 South Los Angeles street; B. Conde Jones, \$8,000.

Bungalow, six rooms, No. 153 South Gramercy place; J. G. Marks, \$27,500.

Flats, sixteen rooms, No. 1863 West Twenty-fifth street; M. Patrosno, \$40,000.

Bungalow, five rooms, No. 2534 London street; Mary Turner, \$16,000.

Apartment-house, three stories, fifty-six rooms, No. 1081 Court street; Arch Construction Company, \$30,000.

Brick hotel and store building, three stories, 140 rooms, No. 911-913 South Grand avenue; Walter H. Fisher, \$35,000.

Flats, sixteen rooms, No. 1820 North New Hampshire street; Doris Jacobson, \$25,000.

Flats, twelve rooms, No. 1472 East Twenty-third street; J. A. Gage, \$40,000.

Add second story to building, No. 1355 East Sixth street; Market Realty Company, \$15,000.

Brick rooming-house and store building, four stories, forty rooms, No. 384 West Forty-third street; Nos. 291-293 South Figueroa street; Herman Elumenhal Company, \$25,000.

Bungalow, seven rooms, No. 1269 East Forty-second street; Nellie J. Hinesdale, \$20,000.

Church, No. 1403 Bellevue avenue; Park Congregational Church, \$22,000.

Repair fire damage to residence, No.

## Los Angeles Investment Building

Broadway at Eighth

### The Building With Prestige

Every Corridor a Busy Street.

## "The Most Efficient Office Building"

10 Reasons Why:

1. Located at Broadway and Eighth, it is the axis of commercial and financial and shopping activity for years to come.
2. Its strategic location is permanently fixed in the path of the growing city.
3. By car or automobile it is the most accessible to the great Southwest residential sections.
4. It is the most extensively advertised building in the West, because the home of the largest Co-operative Building Company in the world.
5. It is completely modern in construction and equipment, palatial in appointment.
6. All its offices are directly open to outside air and light.
7. It is absolutely fireproof and one of the very few buildings having doors and fireproof glass throughout.
8. Its elevators are of the highest type accident proof Otis traction elevators (safety oil cushions used).
9. It is held by the owners absolutely free of debt and they are financially strong enough to carry out the most progressive and efficient office building management.
10. The tenants make up a business community of the highest standing.

## SUNDAY MORNING.

## Mines and M

## CONTRACTION IS SMALLER.

**Consolidated.**

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**Real Estate and Mining in the Great Southwest.**

**Estimate of**

**Consolidated**

**Property Has Been Scene of**

**Hot Conflicts.**

**Union Consolidated Gains**

**Blue Quartz Control.**

**RARE MINERALS,**

**METALLURGY,**

**CHEMISTRY.**

**INQUIRIES FROM AND ANSWERS**

**NO CORRESPONDENTS.**

**Kaolin Present.**

**LOS ANGELES, June 20.—Q:** Please find enclosed in separate packages a small sample of what some others, as well as myself, think to be a form of either kaolin or fire clay; basing our "guess" on what Webster says, basing our "guess" on what Webster says, basing our "guess" on what Webster says.

**Aluminum Silicate.**

**LOS ANGELES, June 21.—Q:** Kindly tell what the enclosed contains, and if it is good for anything. It was found at Ventura. E. M. G.

**Red and Yellow.**

**RANDOLPH, June 22.—Q:** Be kind enough to give some information on enclosed mineral samples.

**Write More Fully.**

**Q: H. H.—Copper River.**

**A: It will be a pleasure to test your minerals if you will submit samples and state some facts regarding them.**

**Silicate Chiefly.**

**LOS ANGELES, June 24.—Q:** Does the enclosed sample carry lime, and what per cent? W. U.

**Carbonaceous.**

**MUROC (Kern county) June 25.—Q:** Supposed to be graphite. R. H. C.

**Typical Fossils.**

**LOS ANGELES, June 25.—Q:** I desire to know what per cent silica this sample carries, and will thank you heartily for the desired information. A. J.

**Quite a Mixture.**

**VICTORVILLE, June 26.—Q:** I enclosed find a few specks coming from a ledge about twelve feet wide. Some time ago I found one looking a good deal like this carrying ironstone. Will you let me know what value this ore carries? F. K.

**Kindly Consult Analysts.**

**LOS ANGELES, June 28.—Q:** Rock found near Whittier. Please describe such sample and test for gold. A. E. C.

**Pelagites and Shales.**

**LOS ANGELES, June 30.—Q:** With some mail I send you several pieces of rock marked Nos. 1 and 4. Will you kindly classify same for me? All the samples come from one little shaft about twenty-four feet deep and the claim is located about sixty miles from Victorville, San Bernardino county. E. M.

**LOS ANGELES, June 30.—Q:** No. 2 is altered rock. Feldspar, quartz, mica, traces of copper, some of lead, iron, molybdenum, etc., and since present in low percentage.

**Los Angeles Sunday Times.**

**WILL OPERATE OLD PLACERS.**

**Angelinos to Revive Jerry Goodwin Mine.**

**Property Has Been Scene of Hot Conflicts.**

**Union Consolidated Gains Blue Quartz Control.**

**NEVADA CITY (Cal.) Aug. 14.—**The Ten Bet Mining Company, has been formed by Los Angeles people with a capital stock of \$100,000 to operate the Jerry Goodwin placer property near Los Angeles. The company is interested in the placer several months ago. After a thorough examination of the deposits they applied to the California Debris Commission for a permit to work the placers by the sluicing method. With the granting of the permit, the promoters of the enterprise immediately arranged for carrying on work vigorously.

The placers, better known as the Bird's Eye group, have been among the most famous placer properties in California, and during the days when hydraulic mining flourished, were phenomenal producers of gold. Jerry Goodwin, formerly a small streamer, employed a small army of Chinese to work the claims by the sluicing method. When the laws against hydraulic mining were enacted, the yellow workers were said to have secreted treasure from the rocky beds. Several fights over the rich claims have developed between Goodwin and owners of adjoining properties, and the sturdy pioneer gained the reputation of a two-handed man in the defense of his placers. Several months ago Goodwin and his watchman engaged in a fatal revolver duel which resulted in the death of both combatants, and the Angelinos secured a special permission from the superior court to carry out the terms of the deal for control of the placers, which had been agreed on prior to the death of the owner.

The company is placing the property in shape for active production when the rainy season begins. Lines of ditches and dikes are to be repaired and a reinforced concrete dam will be constructed to prevent the escape of debris to streams draining into navigable rivers. It is probable that the holdings will be largely worked by "grants" and sluices, the low costs attending this practice making the method particularly desirable.

Southern California capital has become interested in the Occoila quartz mines, Rough and Ready district, four miles below Grass Valley. The mine adit has been repaired and a raise extended from the end to surface, a distance of 150 feet. This raise will form a part of the shaft, which is planned to open the ore deposits to marked depth below present workings. Occoila was formerly a noted producer, but has lain dormant for many years. E. W. Tarr is general manager and William Torpie superintendent.

**ACQUIRE CONTROL.**

A controlling interest in the Blue Quartz Mining Company has been acquired by the Union Consolidated Mining Company, operating the Union Consolidated mines at Virginia City, Nevada. The Blue Quartz holdings comprise an extensive group of claims in Nevada City district, which have been developed sufficiently to give excellent promise. It is stated that the new arrangement brings considerable capital into the concern for development and equipment purposes. W. S. Sawyer, U.S.A., retired, has taken personal charge of the Alaska mine at Pike City. R. C. Turner, the noted metallurgist, has been appointed consulting engineer. The forty-stamp mill is operating at full capacity on ore from the 400 and 500-foot levels. A considerable portion is supplied by leasers. Under ground conditions are reported most encouraging, and in addition to extensive reserves of low-grade quartz, has been opened in new ground. Under the new management the leasing system will be gradually abandoned and the ground worked exclusively by the company. It is stated that the operation of the mine for both the company and leasers results in much confusion in handling ore, and because of this the management has decided to discontinue the system. Large areas of new productive ground have been recently opened and the outlook for a profitable season is said to be distinctly good. The Alaska mine is owned and operated by the Sierra Alaska Gold Mining Company. Eastern and Southern California people are interested.

The stock selling campaign of the Reiner Mining Company, owning the quartz gravel mine near Altaville, Calaveras county, is claiming attention and considerable comment. The company asserts in a published prospectus that the gravel channel is over two miles long, with a width of 200 feet and depth of 50 feet. The probable quantity of gold-bearing material is approximately 4,600,000 tons. The entire holdings comprise 550 acres, of which a part contains the gravel deposits.

Heavy sales of stock have been made in the East, and the management states the funds are desired for the rebuilding of the twenty-stamp mill, which was burned December 7, 1912. The gravel is cemented, hence the necessity for crushing the product. It is declared by local people that a heavy mortgage is held on the plant, and that this is due immediately. It is further asserted by employees that they are owed two months' pay. It is believed by local mining men that the property would probably prove profitable under capable management, but the claims made in offering stock are considered extremely optimistic.

**TO MINER RIVER BED.**

Mining of the ancient bed of the Tuolumne River will commence at an early date, according to announced plans of the company. A wing-dam 130 feet long has been constructed to divert the river from its old bed, and a large pump has been installed to take care of any seepage. Gravel from the river bottom and a hydraulic elevator will raise the gravel from the river bottom and deliver it to a line of sluices on the bank. The bed of the stream has been exposed several hundred feet

# Dividends

**Do you want to share in these profits? Do you want to get a good rate of interest on your money right from the start and a large increase in the value of your holdings besides?**

**Then Buy Shares in Security Home Builders NOW**

Every dollar you put into this capably conducted, honestly managed company will be secured by nearly \$200,000.00 of assets of the kind that appeal to the investor who is interested in getting real security for his money.

Every dollar put into Security shares now will secure

## 3 Months' Interest in 15 Days

This is Your Opportunity to get Dividends Immediately—to get the advantage of profits ten months' operations have earned.

Come in now, while Security shares are only 15 cents—while the biggest profits can be made—where every dollar has equal earning power.

Get the facts. Learn the records of the men who manage this company, who have their money in it. Their money, their brains, their energy and the dollars of 1400 other investors are ready to back your dollars.

Call at the office, telephone or write for complete information.

# Security Home Builders

506-507-508-509 Union Oil Bldg.  
Los Angeles

Shares 15 Cents, Cash or Monthly Payments  
No Interest on Deferred Payments

**MAIL THIS COUPON**

Security Home Builders,  
508 Union Oil Bldg., Los Angeles.

Send me complete information about your shares.

Name .....

Address .....

Times 9-17

# Furnished or Unfurnished Bungalows

**In All Parts of the City and the Glendale Foothills on Terms Like Rent**

**PRICE—** FURNISHED: \$8000 and up, \$200 down, \$85 monthly.  
UNFURNISHED: \$2500 and up, \$150 down, \$25 monthly.

All Monthly Payments Include the Interest.

# Commonwealth Home Builders

212 UNION OIL BUILDING - 7th and SPRING STS - LOS ANGELES, CAL.

**WE ARE MAKING**

A special offer on a \$1.00 set of teeth that we know cannot be equalled elsewhere under \$1.25. We know it so well that we are willing to make you this proposition—bring us a sample of ANY dentist's \$1.00 set of teeth and we will duplicate it for \$1.00, or make you a \$1.25 set for free.

**"Good Leather Goods"**

We represent the manufacturers direct—that's why GOOD Suit Cases, Trunks, Bags and Leather Novelties cost less here.

**R. G. PUTNAM,**  
340 S. Broadway.

**Beer, \$1.00 Dozen**

Same day delivery, everywhere within the city limits.

**GRUMBACH WINE CO.,**  
540 Central Avenue.  
Main-682



## EXPECT MELON IN DECEMBER.

North Star May Pay Divi-  
dend Christmas.

President Thinks Such an  
Event Is Likely.

Developments at Various  
Properties in Camp.

(Special Correspondence of The Times.)  
TUNOPAH (Nev.) Aug. 14.—A dividend of 10 cents is definitely expected for December 10 if directors of North Star Melon Co. are satisfied with the results of the season. The company, which was organized by Hermann Zading, president of that company, on the occasion of his visit here this week. For speculative reasons this melon may be divided into two 5-cent payments, with the understanding that the regular dividend will be 5 cents a quarter.

This would imply that the property is capable of earning the dividend in spite of reports to the effect that the crop are doing not go down to the 1911 level, in which case the owners of the company would be materially reduced. Nevertheless it is stated that the crop in sight will not fall short of \$1,250,000, but that remains to be seen. By September 1 the North Star will essay the big job of producing 250 tons daily, and if that quota is maintained for any length of time, there can be no doubt as to tangible nature of the ore reserves.

Production has been limited to ore extracted in development work, without any attempt made at stoping. As soon as shaft repairs are completed, there will not be any difficulty in making the shipments.

The Belmont is still driving in a full face of ore on the fourteenth level, without any diminution of quantity or value. On the 1166 level drifting east and west on the shaft vein is in progress. The ore is good, but not of quite as high grade as last week. On the 1060-foot level drifting east on the vein in mill ore is going ahead, and a raise from the twelfth level is extended in a fair grade of mill ore.

The south drift on the 1060-foot level at the Halifax Tonopah mine encountered a new east and west vein in trachyte formation this week—undoubtedly the true ore system—and the property now gives every promise of developing into one of the great mines of Tonopah. Work on the 1060-foot level has convinced the management that at this depth there are two great parallel veins, both having a north and south course, that they dip to the east and are separated by a wide belt of calcite and silica.

The two south drifts on the vein east in the shaft were extended to a point about 400 feet toward the south and encountered what proved to be a narrow horse of trachyte. Through this they were continued in ore again, until a trachyte wall, having an east and west course and dipping to the north at an angle of 15 degrees, was encountered. The width of the vein between walls included the narrow trachyte horse, which is about thirty feet—all of good milling sulphide ore.

Drifting west has been started on the footwall side of the vein, and an east drift has been started on the hanging wall side. This and further work proves the existence of an east and west sulphide vein, dipping to the northeast in trachyte formation. Further development work is expected to prove that this is the great Belmont vein faulted to the south.

On the midway the mine from the 931-foot level has opened up three feet of very good ore at a point about 115 feet below the 885-foot level. This is believed to be the downward extension of the ore shoot on the 435-foot level, struck last week, and the downward extension of the rich ore shoot out some months ago on the 885-foot level. At this depth the ore, while not appearing so rich, is strong, with better indications of permanency than on the upper levels. Sinking is still in progress.

## STARTS FOOTHILL HOME.

Los Angeles Banker Expanding  
Large Sum in North Glendale Im-  
provements—Street Work Plans  
Starting.

GLENDALF, Aug. 16.—Frank E. Hartigan of Los Angeles, as contractor, has in course of construction the residence of Charles H. Toll, vice-president of the Security Trust and Savings Bank of Los Angeles, on the latter's country estate, north of Glendale, and west of Casa Verdugo. The plans and specifications for the house were prepared by Charles E. Shattuck, a Los Angeles architect.

The exterior of the house is of rustic design, and is well adapted to the immediate surroundings and the mountainous background. The house will contain thirteen rooms, three baths, a billiard room, boys' work shop and wine cellar. The interior finish is to be of mahogany, birch and quartered oak. The cost of the improvements being made by Toll will represent about \$20,000.

It is estimated that at the present time the street work under construction and contracted for in this city will cost at least \$150,000, and something like \$100,000 more of this kind of work is now in prospect. The residents of Ivy, Third, Fifth and Sixth streets, west of Central avenue, have about decided to improve their respective streets under the substantial all-municipal program. Work is progressing on Central avenue from the north line of Broadway to the foothills in Casa Verdugo, a distance of probably a mile and a quarter. Broadway, west of Central, is being improved at this time. More than 5000 feet of street and sidewalks have been started in Glendale Heights in the northern section of the city.

## MOVE TO TORRANCE.

The Dominguez Land Corporation has vacated its offices at No. 425 South Hill street and moved to Torrance. The move was made in order that the company might be in closer touch with its increasing activities in the new industrial city. Quarters in the Torrance Administration building, adjoining those secured by Thomas D. Campbell & Co., will be occupied by the Dominguez company. W. V. Hedges, general manager of the Dominguez Land Corporation, will also move his offices to Torrance.

## In the Earth.

(Continued from Ninth Page.)

age. No. 2—two specimens—one sample is quartz with iron oxide (silica). The other sample carries various iron oxides, and fluorite traces.

## Good Whetstones.

LOS ANGELES, July 31.—Q: I read each Sunday's Times with interest, and I am greatly interested in the mineral department. In one of the "In the Earth" columns you referred to whetstones in the West. I inclose a sample from Nevada, where, out in the hills, I picked up several. I use one on my razor with marvelous results. The sharp edge is obtained quickly, and no feather-edge is to be removed by using this stone. Is there anything like it known elsewhere?

A: The sample of "whetstone" referred to by you is all you claim for it. It is not possible to advise you fully as to the merits of your find. If you obtain such material here and there only, and not in regular formation of some quantity, then the find is of little value. Otherwise if the stone can be located in commercial tonnage sufficient to interest capital. There is no question regarding the fact that the Far West should and will have whetstones from its vast area some of these days, and it is incumbent upon the mining boys in the hills to be on the qui vive (look out) for such "sharpeners." The sample is on the order of alundum.

## Rich Specimens.

NOGALES (Ariz.) July 1.—Q: I am mailing you today four samples by parcel post. Sample No. 1 is chrome, I think, and if so will you please tell me its value and where and by whom such ore is purchased? In No. 2 I would like to know the per cent. of tungsten it carries. I believe No. 3 to be a cobalt ore, and if so will you give me the nickel and cobalt determinations contained in this sample? Do the samples in No. 4 give indications of oil? The arroyo from which these samples are taken shows a depth of more than 200 feet, and this shale crops all the way down. All samples are from Sonora. Thanking you for past favors and assuring you that your reply to the above will be highly appreciated.

## Very Glad to Hear from You.

A: Very glad to hear from you. We are not agents for any concern dealing in minerals, but why not try Atkins, Kroll & Co. of San Francisco, Cal., on material represented by sample No. 1. No. 2 is a handsome specimen of tungsten ore. It is greenish gray in color; reacts for copper, and the particular specimen carries 72.50 per cent. tungstic acid of commerce. No. 3 carries cobalt bloom in large quantities, and is decidedly present, and for percentage as you requested more of the material is requested. On No. 4 we cannot advise you without a personal examination of the locality. To be frank with you, if the locality possesses only of the variety you submit, it would be rather hazardous to spend much money by way of exploitation in the hope of securing a "pusher."

## Phosphoric Acid Absent.

JOHANNESBURG, July 1.—Q: I am sending you by parcel post sample of what we suppose is phosphate of lime. Will you please determine same for us?

A: It is a very great pleasure to test the samples, and we find the specimen is blue and white lime carbonate, chiefly. Talcoso matter is present with traces of silica.

## Shut Down at Present.

LOS ANGELES, July 1.—Q: Will you please inform me if the Tres Amigos mine in Chihuahua, Mex., is producing mine? Is it a copper or silver mine? Located somewhere around Madras.

## Flourine Traces.

LOS ANGELES, July 1.—Q: The inclosed samples are from the Pimosa mining district, Yuma county, Arizona. No. 1, I take it, is an ore of silver, though it has been classified as an ore of lead by several good prospectors. I have also been requested to ask you if you are familiar with this district; especially that part known as the quartzite country?

A: The half of small ore "kidney" is a mixture of hematite (varieties micaceous iron ore) with lead and antimony present. The gray sample is composed of quartz, feldspathic matter, iron oxides and fluorine. We are "tolerably" familiar with the district referred to by you. What about it?

## Quartz.

LOS ANGELES, July 6.—Q: Enclosed please find samples which I wish to have classified. They are from claims located about forty-five miles southeast of Victorville. The general course of the ledge is north-west and southeast. No. 1 sample is a general average from three-foot lead. No. 2 averages twelve feet in width and taken about 100 feet southeast of No. 1. No. 3 is 1000 feet from No. 1. No. 4 samples are from a shaft seventy-five feet deep

and about 2500 feet from No. 1. No. 5 samples are from ledge fifteen to twenty feet wide and parallel No. 4, on the northeast side. All of these samples seem to be on the main ledge with the exception of No. 3, which may be the footwall. E. L. S. A.

A: No. 1 is made up of eight samples, and the most valuable specimens are those carrying copper (red) mixed with hematite, and other iron oxides. Quartz, fluorine, porphyritic matter, lead traces, and some silica, and lowish limonitic silica, lime carbonate, and manganese present in parts of the lot. Collier quartz present. The numbers were partly lost in transit. Nos. 1 and 4 are slaty and carry low per cent. Copper with iron oxides. No. 3 (a sack of samples) one of the samples is Jasper, with copper sparingly present. Dumortierite (small-blue aluminum silicate) in the mass. The vitreous sample is impure baryte-calcite. No sample tested for gold or silver.

## Anthraconite.

GLENDALF, July 1.—Q: I send you three samples. First sample, A: There is one sample of a running material of which you will please give further particulars. I know what it is. The gray sample is anthraconite (silicified), an impure lime carbonate, which reacts (probably) hydrogen sulphide when struck with steel. The white sample is lime carbonate also.

## Puller's Earth.

DOUGLAS (Ariz.) July 4.—Q: Enclosed find samples of clay, which comes from an old lake bed. Evidently contains soda, salt and potash. What else, I am unable to state. The local assayers seem to be unable to give a correct analysis of same. Will you kindly let me know its contents?

## Lime, Magnesia and Silica.

SAN DIEGO, July 7.—Q: What effect has this on fruit trees? Came from San Diego county, and from a hillside.

A: Your question may not be understood. Fruit trees planted in such a mixture would have a doubtful existence. As a wash on the bark of trees, but little harm would result. As a fertilizer the material is not complete by any means. All depends on the adjacent soil and how the material represented by the sample is to be used or applied.

## Sulphides.

LOS ANGELES, July 7.—Q: I have just received four samples from my mines at Prescott, Ariz., and will present them to you for examination. We hope to see your report of class and values given in your most welcome visitor to our camp.

## Very Kind Words are Fully Appreciated.

A: Your kind words are fully appreciated, and right here I will for us to make a confident of the correspondents of this department, and of course, the mining boys in the hills. The simple facts are that a great deal of new work was forced upon the editor of this department in order to run this column successfully the work referred to has been given up.

It is now our hope to test ore and minerals for you to the best of our knowledge, and as it were, to catch up with some 100 delayed correspondents, p. d. q. Send in your samples, boys; we'll give you the undreamed truth about them.

As to the samples you submit: No. 1, "Domingo ore sample" (31 specimens) this is chiefly quartz; carrying pyrite, chalcopryite, arsenopyrite, and native silver microscopically appears under the glass, sparingly. One of the samples is porphyritic with iron oxides present. No. 2, "Waterfall's ore sample" (twenty-three chips of ore with minerals) all of this is granular ferrous matter; lime present; "white iron" and other sulphides sparingly disseminated throughout the mass. We fail to find No. 3 in the lot. No. 4, "ochre in creek" (fourteen specimens) ochre, hydrous iron (yellow) oxide traces only. Quartz, feldspathic matter, hematite and manganese present in a combination that classifies the stuff as of doubtful value indeed. No. 5, "B. 'Domingo ore samples'." This lot comprises twenty-six specimens of granitiferous matter with granular quartz, feldspar, traces of fluorine, pyrite traces, iron oxides, and zinc present.

No samples were tested for gold or silver otherwise than as stated, and while the samples sent to us would be all sufficient, probably, if we had gathered them personally at the claims, where and when the formations, apur and angles would have been "studied," etc. We hope that this test will be of some value to you.

## DREDGERS HARD AT IT.

SUNSET BEACH, Aug. 14.—The upper end of the lagoon that is to extend the full length of Sunset Beach is rapidly taking shape under the fast work of the big dredger. Already a large portion of the channel has been dredged out and about 1000 yards of earth are daily spread on the property adjacent to the cut. At the rate at which the dredger is working at present it is believed that the lagoon will be completed in about four months.

Building operations have started, the first home to be erected being that of Mr. Ordway, recent purchaser, who is building a handsome \$4500 bungalow on the lagoon. Other homes are now being projected.

## TO HANDLE SALES.

PLANADA, Aug. 14.—Announcement is made of the connection of Vernon J. Barlow with the Planada Development Corporation, the capacity of sales manager. Barlow has had many years' experience in the handling of farm lands.



# Your Own BOSS- and PROSPERITY ON 5 or 10 ACRES AT MARIAN ACRES

To the left and right of the most wooded boulevard in the West lie magnificent tracts of land, as level as a table, and with a soil naturally moist that irrigation is not necessary. Through this splendid tract five roads have been constructed. Thousands of acres of 5 and 10-acre tracts and improved with some homes and peach, apricot and pear orchards.

In the midst of this great development—Marian Acres, the last of the boulevard land—the last great close-in acreage to be offered—country estates and orchard tracts of 5, 10 and 20 acres. Do not sit idly back and wait—the opportunity is today.

At Today's Prices—\$375 an Acre and Up  
On Easy Terms  
**BE INDEPENDENT**

Buy 5 or 10 acres and plant your trees and between the trees set out vegetable plots that will insure an immediate income. Peach, apricot and walnut orchards on such lands are netting their owners \$250 and \$300 per acre annually and have been doing so for the past five years.

Let Marian Acres duplicate this for you. Bank your dollars in this rich soil—out of the rut and strike for a steady, permanent income year in and year out.

Think what your land will be worth in a few short years!

Right at the gates of Los Angeles.

Buy for investment—buy for country home or orchard.

The last of the close-in acreage at these low prices.

Let us show you—our machines make several trips daily.

**Janess Investment Co.**  
Selling Agents for Los Angeles  
Suburban Homes Company, Principals.

HOME 10345 611 613 BROADWAY-PLAN

80 HILL ST.

YUCAIPA ACTIVITIES.

Clausen Brothers, sales agents of the Redlands and Yucaipa Land Company, report the sale of a thirty-acre tract in the Benson subdivision in the Yucaipa Valley to U. F. Lewis of Seymour, Ind. Lewis first came to Yucaipa in the spring of 1911, when he purchased a tract of ten acres, which he at once planted to apple trees. He has since then spent the most of his time at Redlands and in Yucaipa Valley. The tract just purchased will also be planted during the coming winter to apples, according to the brokers in the deal. The price paid by Lewis for the tract is given at \$300 an acre. The land adjoins the Synames apple orchard, and is one-half mile south of the Casa Blanca orchard, the property of G. A. Atwood and son. Other sales are reported by Clausen Brothers as follows: Leonard Morse of Los Angeles, from C. A. Baird, four and one-half acres, \$2500; Henry Tietjenhoff, of Los Angeles, six acres in subdivision No. 4, South Beach tract. F. M. Wood is erecting a cottage on his holdings in subdivision No. 6 and R. M. Linley is building a six-room bungalow on Yucaipa avenue. The company reports that it now has all its five pumps on the South Beach in operation.

## The Finest Residential Section in Los Angeles

Is—The Wilshire

The Finest Subdivision in This District Is—

**Pellissier Square**

Pellissier Square faces the magnificent boulevard, "Wilshire," on which are located some of the finest homes in the Southland. All around this new tract are attractive dwellings costing many thousands of dollars. Pellissier Square is in the heart of the choicest part of exclusive Wilshire. Its improvements give it a distinctive appearance. There is an atmosphere of individuality. Many new features are being installed.

Pellissier Square improvements will include every desirable detail. The wide paved streets are to be bordered with parkings planted with fine trees and shrubbery; cement gutters and curbs; 6-foot sidewalks. All telephone, water and other connections are brought inside of curbs, thus eliminating future tearing up of streets. A deep layer of rich loam is left all over the property. Complete sewer and storm drain system. The electroliners throughout the tract will be of original design.

An inspection trip to Pellissier Square in one of our machines will open your eyes and you will be brought face to face with the fact that lots in this tract are the cheapest and best buy in the Wilshire.

Phone appointment now. Also ask for map and price list. West Ninth street cars may be used to go to the property. Automobile drive out Wilshire Boulevard to the corner of Western avenue.

**L. H. MITCHEL & SON**

General Agents

902 TITLE INSURANCE BLDG.

Home A1986.

Mail 1233.

REBUILDING STORES.

Structures Destroyed in East Newport Fire to Be Replaced With More Modern Improvements.

EAST NEWPORT, Aug. 14.—Before the opening of another season the business section of East Newport, which suffered so disastrously from fire a short time ago, will be entirely rebuilt and in an up-to-date manner. The East Newport Town Company, owner of the buildings burned, has already taken preliminary steps towards reconstruction, and the first building to be started will be a handsome two-story, white pressed brick

structure to contain three stores below and twelve two-room apartments above. Work on the building, which will cost in the neighborhood of \$7500, will be started in a month.

P. O. Engstrom, who recently purchased three eighty lots on the Bay front, has started construction on a \$15,000 mansion. The house, which will be the largest and handsomest in this section, will contain twenty rooms, and will be fitted with every convenience for beach comfort.

Realty sales are reported at East Newport as follows: Lot on Bay front corner Anada, to J. M. Martie of the

## The Leading Events

IN THE DOMAIN OF SPORTS.

XXII<sup>nd</sup> YEAR.

NEW WORLD

SACRAMENTO WILL

SEWS UP

Jack Lively Is Found for Ten

able to Make Them Count for

and's Support Leaks at Critical T

by Lewis in First.

BY HARRY A. WELLS

LIVELY is a wonder in two

Not only can he chew more

than any other known chewer,

but he still makes them to one

bill. He proved it yesterday.

After party to the argument

Bill Toot, a gentleman who has

to take his first chew. Bill held

himself to seven hits, but they

failed to convert those into four

of which would seem to in-

clude home runs, performs an

amazing feat in the general

of things.

His report wasn't anything to

be proud of, there being no less than

seven there. Toot, but one of

men in the statistical

to be solved by Moore in the

This one, while in a measure

was, was extremely disastrous,

being a lack of two to filter in.

SERIES WON.

It is the fourth time that Harry

has successfully steered his

the corporation end of the

the week, and by the same

to take the series somewhat

is doubled.

But the Wolves pulled off a

stunt calculated to corre-

Jimmy's broken bow. Jimmy

continued to chuckle from

the third in the fourth after

all along Moran's fly, anaroly

on his part.

But was doubled at first with-

out on his part.

In the ninth, Dolly Stark tried

the third strike, something

was recorded as research in

Los Angeles.

CLIP THE COPY

Janess Investment Co.

Los Angeles

Send me Brochure

Information about

Name

Address

City

State

Everything For Your Camp

Blankets, Pneumatic Mattress, Sleeping

Furniture, Cook Kit, Canteen, Water

and Supplies. We do Developing

Our 1913 Catalogue now ready to

**TUFTS-LYON ARM**

"Good Shooting Goods"

428 South Spring St

Says Vogue

appropriate apparel

The woman's apparel for

the mountain outing should be

chosen with no less care than

the would exercise in her selection

of street wear—it should

be appropriate—the style and

the materials.

We specialize on appropriate

material for women.

The cost is moderate—no more

than the

ordinary

ready-to-

wear sort.

An extensive line

whipcords, and corduroys

Outing hats also.



## Los Angeles Sunday Times

SUNDAY MORNING, AUGUST 17, 1913.

## NEW WORLD'S RECORD AS LURE FOR CORONA ROAD RACE PILOTS.

## SACRAMENTO WINS AND SEWS UP THE SERIES.

Harry Is Found for Ten Hits, but Angels Are Not Able to Make Them Count for Only One Run—Tommy Murphy Leads at Critical Times—Clever Stunt by Lewis in First.

BY HARRY A. WILLIAMS.

SACRAMENTO, Aug. 16.—(Exclusive Dispatch.)—The Angels took advantage of a break in the weather by postponing the opening inning to splice one run. Young walked and was forced by Lewis, Jimmy bunting directly at Tom.

(Continued on Tenth Page.)



Teddy Tetzlaff in Fiat.

Barney Oldfield, Mercer and mechanic.

CORONA, CALIFORNIA.

Aug 12 1913

No. 6257

11000.

THE FIRST NATIONAL BANK

Corona Auto Racing Assn.  
Corona, California  
Eleven Thousand and 100/100 DOLLARS  
CASHIER'S CHECK  
Geo. C. Snider

Fast cars and drivers that will figure in the Corona Grand Prize \$11,000 road race. Classy entries, the fastest in the world, who are to compete on what appears to be the fastest course on earth and who will try to hang up a new world record on Admission Day in the free-for-all.

Stars Also Entered.

E-nuff.

## CORONA GRAND PRIZE RACE STAR EVENT OF SEASON.

World Record Lures Big Pilots Into Great Road on Admission Day—Prize Money Is Largest Ever Offered for Any Event of the Kind in the West—Oldfield and Cooper to Fight It Out With Tetzlaff.

BY BERT C. SMITH.

THIS is the first annual Corona Road Race. It will be held on Tuesday, September 2.

Eleven thousand dollars is in bank now as prize money. The extra \$1000 is offered for a new world's record.

Karl Cooper on the Stutz was the first entry. Teddy Tetzlaff on the Fiat the second. Jack Leach on the Macomber the third.

There will be three events. The first, which is to be started at 10 o'clock, is the light car race for motors of 230 cubic inches and under displacement. This will be over a distance of 102.45 miles and will mean thirty-seven circuits of the course. Entrance fee \$100. The prize is \$1750.

The second event is for cars from 231 to 450 cubic inches displacement. This race is 251.97 miles and the winner must make ninety-one laps. Entrance fee \$150. The prize aggregate \$3000.

The third race is the grand prize free-for-all, a distance of 301.81 miles. The winner must make 109 circuits of the course. The entrance fee is \$300. The prize aggregate \$2550.

F. H. Ott is chairman of the Corona Auto Racing Association and entries can be made with him at any time.

With a world record to lure them into the greatest motor speed battle ever held in the West, some of the best drivers known to the racing game are entered in the Corona grand prize road race, to be held on Admission Day, Tuesday, September 2. That this race will be the greatest event ever carded goes without saying. The \$11,000 now in bank makes certain a large entry list.

Karl Cooper and Barney Oldfield will be matched again. This means a race that will keep the crowd on the alert every second. These two drivers have met on a long course where Cooper took the lead and kept it to the finish. They are to meet once more on a road which seems to have been built for Barney. This means a fight, and a hard fight from start to finish.

In the free-for-all, in which at least a dozen cars should be started, Teddy Tetzlaff is planning to get even with the other fellows and to make good for his poor showing at Santa Monica. Teddy will have his 120-horse-power Fiat under him and that \$1000 extra for a world record looks particularly good to the crack pilot.

(Continued on Third Page)

## DEFIES UNCLE TOM M'CAREY.

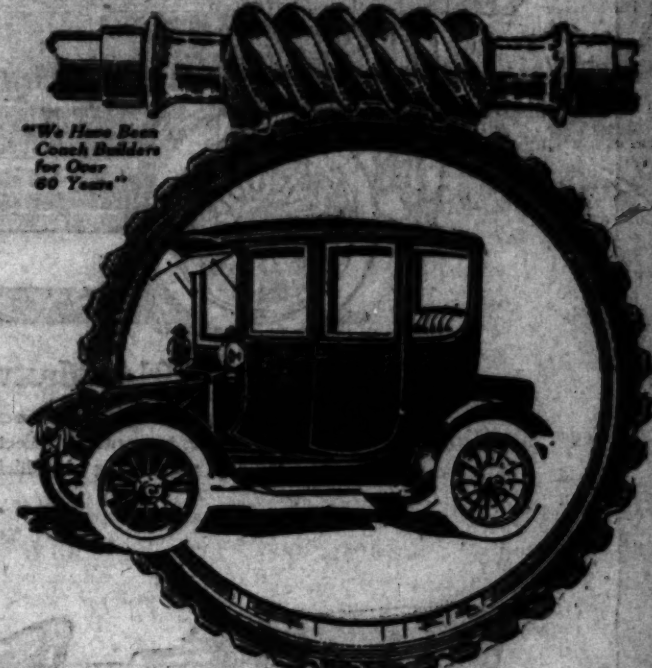
Ad Wolgast Won't Call Off Azevedo Match.

Tommy Murphy Refuses to Meet Dundee.

Manager Demands that Ad Be Disciplined.

(BY DEE WIRE TO THE TIMES.)  
SAN FRANCISCO, Aug. 16.—(Exclusive Dispatch.) Jimmy Coffroth announced today indications are he will have but one bout in September and that at Eighth and Howard Arena on Admission Day. He had planned another attraction at Daly City on Labor Day, but the intervening time is so short that he would hardly have time to arrange his card.

(Continued on Eighth Page.)



**Rauch & Lang Electric**  
Hundreds Are Calling to See the New  
**Rauch & Lang Worm Drive**

No announcement since we have been in business has created such wide-spread interest as our advertisement of the new Rauch & Lang worm drive. Hundreds of persons have seen these new electric, and orders are fast coming in. No other electric offers the choice of such a drive. Come see it today. Bring an engineer with you. We take pride in showing it to those who know the beauty of mechanics. Thousands of motor cars abroad are being built with worm drives.

**The Drive Sensation**  
of the Electric Vehicle world is the Rauch & Lang Straight Type Worm Drive. The Rauch & Lang light-weight high speed motor is especially adaptable for use with a straight type worm drive. The combination means that power travels the shortest possible route from the motor to the wheels—no waste motion—no waste energy—but uninterrupted, direct application. This combination produces low upkeep cost, is quiet and smooth in operation—eliminates making adjustments—compact, simple, efficient, powerful. Comprehensive and severe tests for the past five years have demonstrated the excellence of the straight type worm drive. In purchasing a Rauch & Lang Worm Drive car you secure the most perfect electric car manufactured. Nothing to equal it has been offered the public.

Passengers face forward. Revolving seats.  
Three types of control: 1st—Driven from front seat. 2nd—Driven from rear seat. 3rd—Combination, driven from front and rear seat. Telephone us now for demonstration.

**CALIFORNIA MOTOR CO.,**  
Tenth and Hope  
Main 8050  
**R. C. HAMLIN,**  
1040-1044 South Flower  
Main 7877  
60408 Main 7877 60248

Los Angeles

strict Is—

are

"Wishire," on

Southland. All

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ity. Many new

desirable detail

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ions are brought

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Complete

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Everything For Your Camping Trip  
Pneumatic Mattress, Sleeping Bag, Camp Stove  
Canteen, Cook Kit, Canteen, Water Bag, Outing Clothing,  
Tent, Hammock, We do Developing and Printing.  
Our 1913 Catalogue now ready for delivery.

**TUFTS-LYON ARMS CO.**  
"Good Shooting Goods."  
423 South Spring Street

**Vogue**  
Complete apparel

Complete apparel for  
the coming season should be  
selected with care. The  
latest styles in hat selec-  
tion are now being shown  
in our store. It should  
be remembered that the  
style and  
the quality  
of the material  
are of great importance  
in selecting for women.  
We have a large stock  
of the latest styles in  
hats, and corduroys to select from.  
Hats also.

Consult our catalog No. 12, "Ladies' Out-  
ing and Riding Garments." Mailed upon  
request.

**Hammocks**  
Reduced 20%  
—all best makes included.  
—none reserved.  
—your chance.

"Everything Outing and Athletic"

**DAVIS CHINE CO.**  
Broadway and Spring

TO ORDER AND DELIVER  
The Davis Chinese Co. has  
been established in the  
City of the Pacific States  
and is now open for  
business. The company  
has a large stock of  
Chinese goods, and is  
able to supply the  
needs of the Chinese  
community in the  
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The Davis Chinese Co. has  
been established in the  
City of the Pacific States  
and is now open for  
business. The company  
has a large stock of  
Chinese goods, and is  
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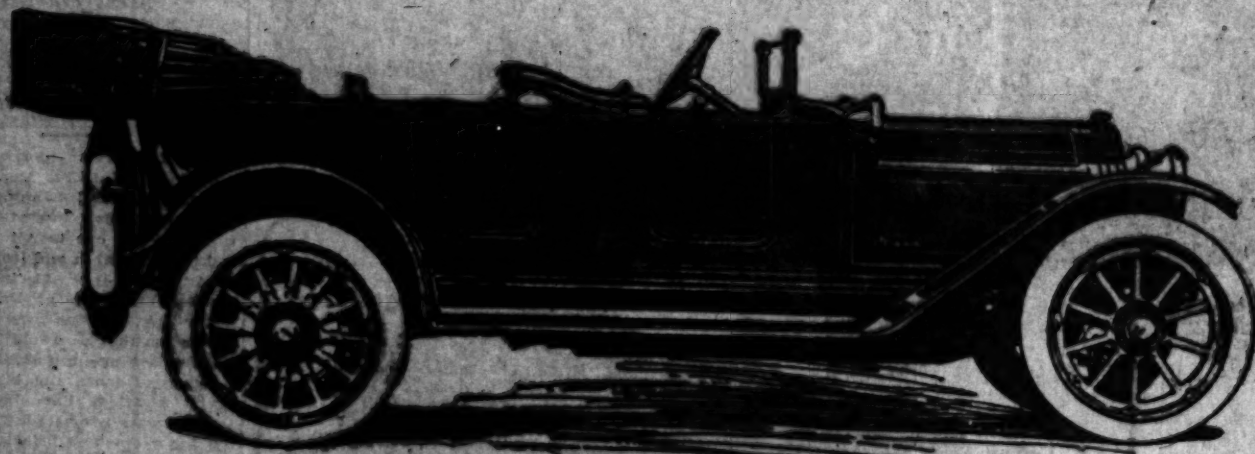
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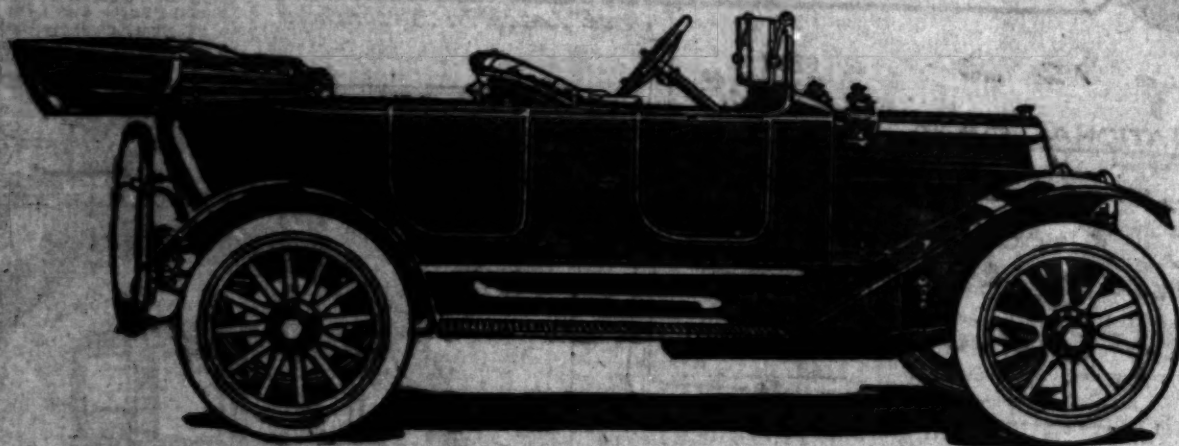


# Four Thousand Dealers will Handle These Cars for the Season of 1914



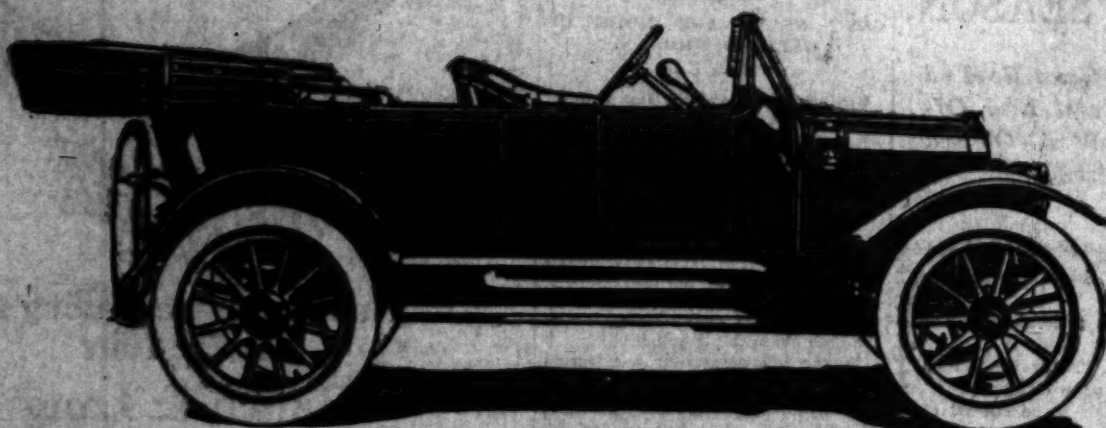
1914 Maxwell "50-6"—\$1975

The sweetest running thing on wheels. Six-cylinder motor, bloc-cast, 50 h. p. 130" wheel base; electric starter and lights; Bruce Ott body; 5-7 passengers; disappearing seats; 35" x 4 1/2" tires all round. Instantly finished, long, easy riding springs and full equipment, including ventilating windshield, top and 35" motor—crash electric door lighter. Left or right side drive optional.



1914 Maxwell "35-4"—\$1085—\$1225

Powerful, smart, sweet running bloc-cast 4-cylinder motor; 117" wheel base; 35" x 4 1/2" tires all round. Left hand drive, center control. Electric starter and lights, at \$1225. Three-quarter elliptic springs. Bruce Ott body, ventilating windshield and full equipment, including jiffy curtains.



1914 Maxwell "25-4"—\$750

The purest running, powerful bloc-cast, 25 h. p. motor; magnet; weight 1600 pounds; 103" wheel base; 30" x 4 1/2" tires all round; speed selective transmission; full five-passenger body designed by Bruce Ott; complete equipment, including 35" motor, ventilating windshield, top, jiffy curtains.

**Maxwell Motor Company**  
Incorporated

Detroit, U. S. A.

**LORD MOTOR CAR CO**

Los Angeles Distributors for Southern California and Arizona Pasadena

**THEY SAID**—what did they say? What mattered what they said? They were competitors much perturbed—so what could they say? What must they say—being competitors—much perturbed?

4,000 DEALERS will handle Maxwell Motor Cars for the season of 1914. Season dated from August first—deliveries at new prices now being made.

THAT'S OUR ANSWER to what they said. That tells the story. What else do you want to know?

MAXWELL CARS WILL DOMINATE the trade for 1914 in the three big classes which command the greatest popularity.

THE FULL SIGNIFICANCE of the new "4,000 dealers" may not have occurred to you. It means, in a word, that we not only have the cars the consumers desire, but that we are now ready to manufacture them in numbers sufficient to supply the instant demand.

YOUR DEARER SEEMS TO HAVE a kind of sixth sense when it comes to picking the winner in the selling field from season to season.

HE KNOWS: He has his finger on the pulse of the buyer, his eye on the makers all the time. And he seldom guesses wrong. The successful dealer never—that's why he succeeds.

THIS IS A FAST-MOVING, quick-forgetting business. Watching it is like looking thru a kaleidoscope. It is ever changing.

THE DEALER KNOWS—and you can't go wrong by following his lead for, you see, he is looking for the same things you are seeking—only from a different angle.

HE WANTS CARS that sell themselves. You never know a dealer to go gunning for trouble, did you? Or looking for hard work?

NOT HE. HE FOLLOWS THE TREND of fashion in design, the progress of the science of metallurgy and manufacture. And when he sees a concern leading in these, he goes hot-foot after that line of cars.

WE HAVE CONCENTRATED our tremendous factory facilities; re-arranged and re-equipped the plants for economical production of automobiles in large quantities.

AND EACH MODEL WILL dominate its class—because a better car—better material, better workmanship and better finish for the same or less money.

DO YOU WONDER dealers are clamoring for the Maxwell line for 1914? They would tell their reputation for astuteness if they didn't.

WHY, LAST WEEK we shipped the first 50 cars of the Maxwell "35" model to 50 points in the United States, and invited all dealers to come and see and try out this wonderful car.

THEY CAME, they saw and the new "35" Maxwell conquered. It was great to see their enthusiasm when the car, carrying five dealers aggregating 1010 pounds, sped up "Abbey Hill"—the steepest grade on Manhattan and a double-S turn—on high gear as if it were on the level.

OVER AND OVER AGAIN they put the car to the test—climbing the hill at all speeds down to 5 miles per hour on high gear—just a "jiffy" all the time.

BUT WE ARE IMPROVING—so enthusiastic about that wonderful "35" we forgot our test for the moment. Let's discuss the entire line—for there isn't a dead one in it—no model that is a load on the others. Each is supreme in its class.

TAKE THE "50-6" for example—now thoroughly tried and proven. 1914 output all sold. Deliveries of 1914 model—beginning

drive with right side drive optional—begin August 25th.

1914 PRICE RANGE.

THERE'S A LINE that will command notice in the trade. They'll expect it to be \$3,000—\$4,000—\$5,000—\$6,000—\$7,000—\$8,000—\$9,000—\$10,000—\$11,000—\$12,000—\$13,000—\$14,000—\$15,000—\$16,000—\$17,000—\$18,000—\$19,000—\$20,000—\$21,000—\$22,000—\$23,000—\$24,000—\$25,000—\$26,000—\$27,000—\$28,000—\$29,000—\$30,000—\$31,000—\$32,000—\$33,000—\$34,000—\$35,000—\$36,000—\$37,000—\$38,000—\$39,000—\$40,000—\$41,000—\$42,000—\$43,000—\$44,000—\$45,000—\$46,000—\$47,000—\$48,000—\$49,000—\$50,000—\$51,000—\$52,000—\$53,000—\$54,000—\$55,000—\$56,000—\$57,000—\$58,000—\$59,000—\$60,000—\$61,000—\$62,000—\$63,000—\$64,000—\$65,000—\$66,000—\$67,000—\$68,000—\$69,000—\$70,000—\$71,000—\$72,000—\$73,000—\$74,000—\$75,000—\$76,000—\$77,000—\$78,000—\$79,000—\$80,000—\$81,000—\$82,000—\$83,000—\$84,000—\$85,000—\$86,000—\$87,000—\$88,000—\$89,000—\$90,000—\$91,000—\$92,000—\$93,000—\$94,000—\$95,000—\$96,000—\$97,000—\$98,000—\$99,000—\$100,000—\$101,000—\$102,000—\$103,000—\$104,000—\$105,000—\$106,000—\$107,000—\$108,000—\$109,000—\$110,000—\$111,000—\$112,000—\$113,000—\$114,000—\$115,000—\$116,000—\$117,000—\$118,000—\$119,000—\$120,000—\$121,000—\$122,000—\$123,000—\$124,000—\$125,000—\$126,000—\$127,000—\$128,000—\$129,000—\$130,000—\$131,000—\$132,000—\$133,000—\$134,000—\$135,000—\$136,000—\$137,000—\$138,000—\$139,000—\$140,000—\$141,000—\$142,000—\$143,000—\$144,000—\$145,000—\$146,000—\$147,000—\$148,000—\$149,000—\$150,000—\$151,000—\$152,000—\$153,000—\$154,000—\$155,000—\$156,000—\$157,000—\$158,000—\$159,000—\$160,000—\$161,000—\$162,000—\$163,000—\$164,000—\$165,000—\$166,000—\$167,000—\$168,000—\$169,000—\$170,000—\$171,000—\$172,000—\$173,000—\$174,000—\$175,000—\$176,000—\$177,000—\$178,000—\$179,000—\$180,000—\$181,000—\$182,000—\$183,000—\$184,000—\$185,000—\$186,000—\$187,000—\$188,000—\$189,000—\$190,000—\$191,000—\$192,000—\$193,000—\$194,000—\$195,000—\$196,000—\$197,000—\$198,000—\$199,000—\$200,000—\$201,000—\$202,000—\$203,000—\$204,000—\$205,000—\$206,000—\$207,000—\$208,000—\$209,000—\$210,000—\$211,000—\$212,000—\$213,000—\$214,000—\$215,000—\$216,000—\$217,000—\$218,000—\$219,000—\$220,000—\$221,000—\$222,000—\$223,000—\$224,000—\$225,000—\$226,000—\$227,000—\$228,000—\$229,000—\$230,000—\$231,000—\$232,000—\$233,000—\$234,000—\$235,000—\$236,000—\$237,000—\$238,000—\$239,000—\$240,000—\$241,000—\$242,000—\$243,000—\$244,000—\$245,000—\$246,000—\$247,000—\$248,000—\$249,000—\$250,000—\$251,000—\$252,000—\$253,000—\$254,000—\$255,000—\$256,000—\$257,000—\$258,000—\$259,000—\$260,000—\$261,000—\$262,000—\$263,000—\$264,000—\$265,000—\$266,000—\$267,000—\$268,000—\$269,000—\$270,000—\$271,000—\$272,000—\$273,000—\$274,000—\$275,000—\$276,000—\$277,000—\$278,000—\$279,000—\$280,000—\$281,000—\$282,000—\$283,000—\$284,000—\$285,000—\$286,000—\$287,000—\$288,000—\$289,000—\$290,000—\$291,000—\$292,000—\$293,000—\$294,000—\$295,000—\$296,000—\$297,000—\$298,000—\$299,000—\$300,000—\$301,000—\$302,000—\$303,000—\$304,000—\$305,000—\$306,000—\$307,000—\$308,000—\$309,000—\$310,000—\$311,000—\$312,000—\$313,000—\$314,000—\$315,000—\$316,000—\$317,000—\$318,000—\$319,000—\$320,000—\$321,000—\$322,000—\$323,000—\$324,000—\$325,000—\$326,000—\$327,000—\$328,000—\$329,000—\$330,000—\$331,000—\$332,000—\$333,000—\$334,000—\$335,000—\$336,000—\$337,000—\$338,000—\$339,000—\$340,000—\$341,000—\$342,000—\$343,000—\$344,000—\$345,000—\$346,000—\$347,000—\$348,000—\$349,000—\$350,000—\$351,000—\$352,000—\$353,000—\$354,000—\$355,000—\$356,000—\$357,000—\$358,000—\$359,000—\$360,000—\$361,000—\$362,000—\$363,000—\$364,000—\$365,000—\$366,000—\$367,000—\$368,000—\$369,000—\$370,000—\$371,000—\$372,000—\$373,000—\$374,000—\$375,000—\$376,000—\$377,000—\$378,000—\$379,000—\$380,000—\$381,000—\$382,000—\$383,000—\$384,000—\$385,000—\$386,000—\$387,000—\$388,000—\$389,000—\$390,000—\$391,000—\$392,000—\$393,000—\$394,000—\$395,000—\$396,000—\$397,000—\$398,000—\$399,000—\$400,000—\$401,000—\$402,000—\$403,000—\$404,000—\$405,000—\$406,000—\$407,000—\$408,000—\$409,000—\$410,000—\$411,000—\$412,000—\$413,000—\$414,000—\$415,000—\$416,000—\$417,000—\$418,000—\$419,000—\$420,000—\$421,000—\$422,000—\$423,000—\$424,000—\$425,000—\$426,000—\$427,000—\$428,000—\$429,000—\$430,000—\$431,000—\$432,000—\$433,000—\$434,000—\$435,000—\$436,000—\$437,000—\$438,000—\$439,000—\$440,000—\$441,000—\$442,000—\$443,000—\$444,000—\$445,000—\$446,000—\$447,000—\$448,000—\$449,000—\$450,000—\$451,000—\$452,000—\$453,000—\$454,000—\$455,000—\$456,000—\$457,000—\$458,000—\$459,000—\$460,000—\$461,000—\$462,000—\$463,000—\$464,000—\$465,000—\$466,000—\$467,000—\$468,000—\$469,000—\$470,000—\$471,000—\$472,000—\$473,000—\$474,000—\$475,000—\$476,000—\$477,000—\$478,000—\$479,000—\$480,000—\$481,000—\$482,000—\$483,000—\$484,000—\$485,000—\$486,000—\$487,000—\$488,000—\$489,000—\$490,000—\$491,000—\$492,000—\$493,000—\$494,000—\$495,000—\$496,000—\$497,000—\$498,000—\$499,000—\$500,000—\$501,000—\$502,000—\$503,000—\$504,000—\$505,000—\$506,000—\$507,000—\$508,000—\$509,000—\$510,000—\$511,000—\$512,000—\$51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**THE TIMES-SIMPLEX PRESS CAR**  
After its fast run from Santa Monica.  
The car is owned by George Bental to patrol the course and gather the news of the race which Earl Cooper won from Barney Oldfield.



**Corona Road Race.**  
(Continued from First Page.)  
practically night and day to get that course into shape. The grand stands are to be planned and the work on them started this week. Space for 7000 spectators will be provided and Corona will open the town to her visitors on that day. The largest crowd that has ever attended a meet in Southern California is expected on that race day.  
The route to Corona will be signed by the Automobile Club of Southern California. Secretary S. C. Geary is planning to visit the course and drive around the three-mile speedway. The club secretary believes the race will be one of the biggest ever held in Southern California and is planning to have the roads through Pomona and Chino signed carefully within the next few days.  
**SOME NEW THRILLS.**  
Practices will not be begun until Monday, September 1. The official tryout will come on Saturday, August 18. At this time the first fast laps will be made and the world will be given the first news of the possibility of a world record in the open event. The course will be closed and guarded every morning from 7 until 7 o'clock and the cars will be given a free run. Chairman Ott refused to charge for the practice. It was suggested to him that he rope off the course and charge the visitors who are expected to line the roadway during the early morning hours of practice. This the race manager refused to do as he says everything will be free until the day of the race and then a charge of 40 cents will be made to enter the grounds.  
Fifty thousand spectators is a fair estimate of the throng that should witness the race. From all over Southern California large crowds will gather. Special trains will be run to Corona from all of the larger cities. Corona will entertain a throng on the gala day of the big event, in which a new world record is almost certain to be established.  
**MACOMBER ENTERED.**  
Among the entrants in the Corona road race Willis George Emerson, president of the Empty Sales Company is one of the most interesting. As agent for the Macomber rotary motor, a car that is attracting wide attention, Emerson is planning to enter the light, the medium and the heavy events.  
Two Macomers will be started. On the large Macomber Jack Leach, a driver of note, will ride. This car is the dark horse. Its speed is practically unknown. The first day's practice will show many things and one of the cars that will be watched carefully will be the Macomber rotary. Joe Marshall will drive the smaller Macomber. This machine figured in the Los Angeles-Sacramento race and it should give a good account of itself in the coming Corona road race. Emerson will be there to manage both his cars and he will direct the race from the pits beside the tracks.  
Louis Nikrent, on the Bullock, is one of the possible entrants in the small event. Nikrent will not place his check for several days, as he is anxious to size up the splendor of the cars and men who are planning to fight it out in the small car class.

**MORELAND**  
Distillate Motor Trucks



**Specifications of One and One-Quarter Ton Moreland Motor Truck.**  
Capacity, 1 1/4 to 5 tons.  
Absolutely Throughout on Quality Lines

**Moreland Motor Truck Company**  
Factory and Salesroom:  
Los Angeles 1701-1735 N. Main Street

**Bullock's**  
Broadway at Seventh  
ORDER BY MAIL.

**Tow Ropes are \$1.00**  
—4-strand Manila ropes that are 30 feet long and have rust-proof buckles — a new price, \$1.00 each.

**Ford Fan Belts at 25c**  
Fan belts for Ford cars — Heavy fabric belts that have been specially treated to make them last.

**Electric Horns at \$3.95**  
—Worth a big fraction more. A highly finished, substantially made electric horn that can be operated from dry cells or storage battery — low priced at \$3.95.

**100 Grease Guns at 95c**  
—They're worth more — 8-oz. Maximus oil and grease guns with seamless brass barrel, cork plunger and adjustable spout — 95c each.

**It Pays to Buy Your Auto Tires at Bullock's**  
—Perhaps that is why dealers object, and manufacturers refuse to sell Bullock's —  
—No matter —  
—Bullock's thrives on threats and antagonism —  
—And First Quality Tires continue to come to Bullock's for Auto Owners to buy at safe savings.  
—Buy your New Tires at Bullock's on Monday.

**Note These Prices on Wanted Goodyear-Fisk-Goodrich Tires**

28x8	\$10.75	33x4	\$25.20	36x4 1/2	\$35.10
30x8	\$11.80	34x4	\$26.10	37x4 1/2	\$36.00
30x8 1/2	\$16.65	35x4	\$27.00	38x5	\$42.75
32x8 1/2	\$17.80	36x4	\$27.90	37x5	\$45.00

**Buy Bailey Tread Auto Tires**  
—at Bullock's on Monday — and Bailey Tread Auto Tires are sold at the prices of plain tread tires — They're guaranteed tires. See if the size you want isn't in this list. It is your opportunity — Note the number of tires of each size:

4—32x3 1/2 Tires	\$17.80 Each
8—35x4 Tires	\$27.00 Each
4—36x4 Tires	\$27.90 Each
2—35x4 1/2 Tires	\$34.20 Each
3—36x4 1/2 Tires	\$35.10 Each
1—37x5 Tire	to be \$45

**Kazoo Jacks 95c**  
—and realize a saving —  
These were bought to sell at an underworth price — Ratchet jacks without springs to break.

**Electric Tail Lamps, Special 90c**  
—A special clearance price on black enamel tail lights — fitted with ruby and white lens — 6-volt bulb and fiber candelabra socket.

**\$50 Magnetic Speedometer \$35**  
—Irrespective of actual worth price, high grade speedometer that has indicator for speed, trip mileage, season mileage and odometer. Complete, \$35.

**\$4.50 Maximus Timers, \$2.25**  
—Recall the regular price of these well-known first grade timers. Late design, self cleaning, easily adjusted.

**\$4.50 Nickel-Plated Horns \$1.50**  
—We have seen them priced as high as \$4.50 — For \$1.50 Monday, you get bulb, rod, long tube and connecting bracket.

**Radiator Cap Emblems at 25c**  
—Are really worth \$1.00 and \$1.50 each. Not a great number — so plan on securing the emblem you want early Monday.

**1/2 Barrel Hi-Gravity Oil \$15**  
—That is worth a big per cent more. Each drum holds about 30 gallons and we allow 5c gallon on return of steel drum — making net price of oil about 45c gallon.

**Torpedo Head Lamps \$12.50**  
—Only a few of them for Monday selling. Black enamel, nickel trimmed lamps with silvered reflectors, convex bullseye lens, Edison sockets and 6 volt bulbs. It's a remarkable price for this type of lamp.

**Tool Boxes Are Underworth \$3.25**  
—22x3 1/2 and 34x10 1/2 inch heavy black enameled metal tool boxes, with pressed cover, lock and two clasps.

**100 Cans Transmission Grease 40c**  
—Think of this offering — a five pound can of high grade Pennsylvania grease for 40c. It's a feature on Monday.

**K. W. Vibrators are Underworth \$12.50**  
—A new shipment just here — to go at a price that will appeal strongly to owners of Ford cars — Buy one, Monday, \$12.50.

**"Liberty Bell" Warning Signals at \$7.50**  
—Have you seen these well known warning signals quoted at this price — A special clearance price for Monday — \$7.50 each.

**Limousine and Electric Vases at 25c**  
—\$2, even \$3.75 has been the original marking on some of these vases — a clearance offering — Several styles to choose from — 25c.

**Prestolite Tank Covers at 50c**  
—Have you seen them priced so low? Open joint, black enameled steel covers to fit size B or E tank — Special 50c.

**"Stickit" Tire Repair Outfits 39c**  
—Outfit includes 2-oz. Amazon cement, 2-oz. can rubber putty in screw top box — Every autoist needs an outfit — 39c.

**Splendid Robe Rails at Only 95c**  
—Brass and nickel robe rails in two styles — stationary and drop rails — They're worth a good fraction more — 95c.

**\$2.00 Duster Coats at \$1.25**  
—Buy several of these splendid linens coats that have been surprising autoists — Have close high fitting military collars and adjustable sleeve bands — \$1.25.

**Sale of Washing Brushes \$1.00**  
—Have sold brass cup threaded to fit your garden hose — the brushes are set in perforated block — Uncommonly priced \$1.00.

**Buy Spring Oiling Clamps 50c**  
On Monday — An uncommon value — Use clamp for spreading spring leaves to allow access for oiling.

**Specially Priced Auto Gloves \$1.50**  
—Some of them would sell regularly for twice as much — included are short and gauntlet gloves in tan and black.

**GOOD BUNGALOW BUY.**  
\$3100 — Small payment, balance monthly. Choice neighborhood in city. Several others high as \$5000. Take Glendale car to Atwater avenue, and see Atwater Tract.  
F. W. PARAMORE, Owner  
420 Consolidated Realty Building  
Corner 9th and Hill. F1935, Main 5811.

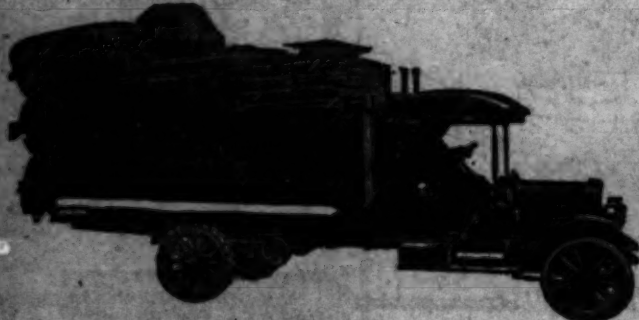
**Pumps**  
which produce no noise. The Layne & Bowler Corp. offers the maximum amount of water at the minimum cost. Investigate our Oil and Water Well System and scientific systems of Water Development.  
THE LAYNE & BOWLER CORP.  
200-210 South 4th St., Los Angeles.

**DIAMONDS**  
GO TO  
SIMMONS DIAMOND SHOP  
443 So Broadway



# KISSELKAR TRUCKS

Capacity 1500 Lbs. to 5 Tons



THE wise selection of a power driven commercial vehicle embodies these four vital elements: The vehicle itself, its construction, design, power, economy, accessibility, etc.

Its adaptability for the special service in which it will be used.

The permanence and repute of the manufacturer. The facilities of the manufacturer to give service after the vehicle is placed in commission.

In every one of these elements—construction, ability and economy, adaptability to the widest variety of uses, responsibility of the manufacturers, and in service to owners after purchase, the KisselKar commercial line merits the first consideration of every business concern seeking to reduce haulage and delivery cost, to expedite service and to extend their zone of operation.

In the purchase of a KisselKar truck, you not only get the greatest truck value, but also the full benefit of the KisselKar service.

KisselKar Service means taking off your hands all of the mechanical details. (A special service building is maintained in this city for the benefit of KisselKar owners.) The KisselKar Service is a broad and comprehensive arrangement between manufacturer and owners that cares for the car, maintains efficiency, retards depreciation and minimizes upkeep. This service is a valuable consideration in the purchase of a power wagon. Investigate it.

The Pacific KisselKar Branch  
1001-09 S. Olive St. Los Angeles

10457 Broadway 2963

## WORLD'S GREATEST TIRE JOBBERS

### Automobile Tire Co.

Sixth and Olive Sts. Los Angeles. Second and S Sts. San Diego.

Tires that will average more miles per dollar than anything you can buy.

Thousands of auto-owners in this country using them. Very large stock of standard makes.

#### SPECIAL PRICE TO CONSUMERS

Goods shipped to all points C. O. D. Money refunded on goods returned intact within one week.

#### SPECIAL THIS WEEK

28x32	9.00	32x34	11.00	32x36	12.00
30x32	9.00	32x34	10.00	32x36	11.00
30x34	10.00	32x34	10.00	32x36	11.00
30x36	11.00	32x34	10.00	32x36	11.00
32x32	12.00	32x34	10.00	32x36	11.00
32x34	13.00	32x34	10.00	32x36	11.00
32x36	14.00	32x34	10.00	32x36	11.00
34x32	15.00	32x34	10.00	32x36	11.00

#### GUARANTEED TUBES

Prices Subject to Change Without Notice.  
H. A. DEMAREST, Mgr. Broadway 2963  
The Oldest Automobile-Tire Jobbing Concern in the United States and the Largest in the World.



## ZEROLENE

The Standard Oil for Motor Cars

The perfect lubricating oil sold in the flat-shaped can—easy to handle. It fits readily in the tool box.



Sold by dealers everywhere and at all agencies of the

STANDARD OIL COMPANY  
LOS ANGELES SAN FRANCISCO



It's a bear! It's a bear! No, it's a Cartecar with two bears.  
Late model friction-driven car that is now being handled by the California Moline Plow Company.

## LINCOLN HIGHWAY HAS LOS ANGELES TERMINUS.

Marion Men Work Together Like Clockwork and Plan Finish of a Great Tour That Means Much for Ocean-to-Ocean Highway Project—Big Pine Might See Finish of Transcontinental Boulevard Project.

THAT a rock-ribbed highway will be built from the Atlantic to the Pacific is the firm conviction of E. L. Symonds, senior member of the Symonds Motor Car Company, agents for the Marion line. In a discussion with W. McKay White, chairman of the Indiana-Pacific tour committee, Symonds voiced some interesting sentiments.

Before the tour was started, as he is familiarly known among associates, made a trip to Indiana and discussed the plan for the trip. During his absence "Hank" Symonds, his brother who is in charge of affairs here, the two worked together like clock and at the right time acted promptly.

White is advertising manager for the Marion Motor Car Company, and throughout the trip worked in close co-operation with both the Symonds boys and with Carl G. Fisher, originator of the Lincoln Highway proposition.

"We really never expected to find the enormous interest in the highway proposed," said White. "Primarily, the event was the annual run of the Indiana association and months ago when we were making the preparations, the Rock Highway was an interesting adjunct. It was easily seen, however, after we had gotten under way, that the people of the Middle States were throughout aroused to the importance of the highway, and together with the value of the trip in which the Indiana-made cars were participating."

"As an example of this, we can cite the fact that we had twenty-six banquets, or luncheons, tendered to us, twenty-one smokers and from one to three luncheons every day. In fact some of the men came to the conclusion that we had to eat every forty minutes, which was about the distance between towns in the early stages of the tour.

"Fisher and the association have not definitely decided upon the route which our concrete road will follow. There are many considerations which must be weighed, but it is safe to say that the tour of the Indiana cars covered a great portion of the trip between the Mississippi river and the Pacific Coast. If the people along the route had had their way our tour would have resembled an Irishman's parade—it would have passed every one's house—and some of the demands for changes and detours in the itinerary became an incident that it was only with the greatest of tact

for us to hundreds of automobilists with whom they will talk within the next couple of years before the opening of the expedition."

#### LICENSE TAGS.

The first State to come out with details of its 1914 license tags is Connecticut. Secretary of State Phillips has ordered \$9,000 for next year. They are to be green in color, three inches shorter than the 1913 tags, and will have "Conn." placed vertically at the left of the number, instead of the usual letter C. Pleasure cars will have white letters on a green background, while trucks will have green letters on a white background. Manufacturers' cars will have green letters on white, with the letter M, and dealers' and heavy cars will have the same scheme, but with the letter D and L.

It was necessary for us to follow a certain adopted course.

"We are practically sure that the Lincoln Highway Association will place Kansas City and Denver, on the route. The State of Kansas evinced such marked enthusiasm and Gov. Hodges pledged such hearty support that one of the splendid highways across the Sunflower State, will undoubtedly be selected for the cement work which will be supplied to them to the value of \$1000 per mile in materials. There may be said to be a very important question regarding the route from the Kansas border to the center portion Colorado, where the valley routes converge to pass through Grand Junction and thence over the deserts to Salt Lake City.

"The next point on the line which is pretty certainly chosen is Elly, Nevada, and to it from Salt Lake City, there is the choice of either the northern or the southern side of the lakes. From Elly through Tonopah and Gold Field to Big Pine, California seems a logical course. Big Pine should be selected for several reasons: first, it permits eastern tourists to choose their route through California, either going to the southwest into Los Angeles in winter, or direct across the State to San Francisco when the northern passes are open in the summer.

"The most marvelous scenery which we had on the entire tour was that of Inyo county of California, which far surpassed Colorado and the mountains between Tallac and Sacramento. The Owens River Valley with the snow-clad rugged Sierras formed a panorama which a tourist would never forget as it came into view from the Westward pass. Nothing in Europe or America can surpass it and almost every one of the Indiana tour party stopped several times on the way down into the valley in order to marvel at the scenery.

"On our run out of Bishop across to Mono Lake we had another scenic run of unparalleled grandeur up to the Owens River valley, named in honor of the Indiana tour.

"The people of California are doing a wonderful work with their roads and are appreciating the stream of wealth which will come into the State voluntarily when the rock highway to Big Pine is completed. Mr. Fisher believes that Big Pine will be the real conclusion of the Lincoln Highway, because the California road plans do not necessitate outside assistance within the confines of this commonwealth and the entire tour body will take a great deal of pleasure upon relating their pleasant experiences in California.

John R. Chase of San Jose, Cal., says that one of the greatest improvements in the service since he has been postmaster, is the addition of the motorcycle for collecting mail at night. Mr. Chase says this greatly facilitates deliveries, making it possible to get the out-of-town mail ready for the evening trains.

Homer Laughlin will leave shortly for a trip across the continent in his new Lincoln. The car was equipped with Martin Schaubert's all round and Mr. Laughlin had a long talk with President Baldwin of the Round Company on the way a car should be handled on a transcontinental trip. There is no denying the roads are very rough for hundreds of miles and a car needs every protection possible.

One of the features of the annual race meet at Delmon was the winning of the 100-mile sweepstakes on the opening day by Disbrow in a Simplex. He drove the 101 miles in the remarkable time of 53 min. 59 sec.

George Dentel of the Pacific Coast Simplex-Mercer agency, announced yesterday that he is making an effort to secure Disbrow and his Simplex for the Corona races. This will be a star attraction and the Simplex is certain to be one of the favorites in the race.

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## OLDFIELD TO DRIVE FAST MERCER IN CORONA RACE

BARNEY OLDFIELD will drive the high-powered Mercer in the Corona race. This fact was disclosed last night when Oldfield signed to handle the fast car with which he made such a remarkable showing at Santa Monica, in the September 3 event. Oldfield could not stay out of that race and he will start as one of the favorites as the course is ideal for the speed king's work.

The Mercer racing cars have been on exhibition during the past week at the local agency and a number of racing enthusiasts have inspected the machine. Oldfield's car naturally attracted lots of attention from the "speed bugs."

Mercer racing car No. 3, fit and trim after the strenuous Santa Monica race, has been shipped to Elgin where it will be entered in the road race. Arrangements have been made by the local agency whereby the car will be expressed back to the racing.

Los Angeles in this race will have a fast race which will be a real test.

Caleb Brown will also be in the race. He is a very fast driver and will be a contender for the victory.

The car is one of the best in the world and will be a real test for the driver.

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Across Seas Are  
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The car is one of the latest  
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is a very fast and reliable  
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Here are the two new KisselKar offerings for the season of 1914.

On the left the Kissel Fourty-eight six-cylinder, one of the high-powered beauties, and the Kissel sixty six-cylinder that you can see today on the show-room floor of the Standard Motor Car Company with its nifty new top.

Now's the Time.

TOUR TO YOSEMITE, GREAT  
SUMMER SEASON OUTING.

Banner Trip Is Arranged With Automobile Club  
Mapping and Mileage—The Best Route in and the  
Most Picturesque Way Out Are Here Described for  
Those Who Are Planning a Novel Vacation.

AN AUTOMOBILE trip from Los Angeles to Yosemite Park and return has been prepared for the Times by the Automobile Club of Southern California. The data formerly set for the opening of the park to motorists was August 16, but it was later stated by Maj. Littlehale, who is superintendent of the park, that this date was not definite. However, it is almost a sure thing that the opening will be made shortly and it is for this reason that the Times prints the following data for use by any of its readers who may be contemplating a visit to Yosemite.

The first day's run is from Los Angeles to Bakersfield and the best route by way of Newhall, Saugus and Rosamond Canyon. The road between Newhall and the canyon is now in fair condition and the road through the canyon is good. Across the desert from Elizabeth Lake to Malheur, the road is excellent except for a few short rough stretches and Tehachapi Pass is in excellent shape. The road continues good for the rest of the distance to Bakersfield.

Leaving Bakersfield the second day, go out Nineteenth street and turn north on Chester avenue. At the first railroad crossing, and after getting out of the town proper, turn to left and follow the road along the railroad tracks to Famoso. Continue on the road to McFarland and Delano. Going out of Delano, turn due east at the schoolhouse, thence on Richgrove, where the route resumes a northerly course. From there to Fresno the following towns will be passed: Duos, Terra Bella, Piano, Forterville, Strathmore, Lindzey, Foster, Fannerville, Yuma, Gooden, Traver, Kingsburg, Selma, Fowler, Malaga. The roads for this day's run are both good and bad, with the good in the majority. The run from Bakersfield to Fresno is 135 miles. If possible, it is best to go on to Merced on the second day to get an early start from there the next morning. The road between Fresno and Merced is good and the distance about 120 miles.

From Merced to the Yosemite Valley it is approximately 100 miles by the Contourville road, and when the long heavy grade is taken into consideration, this distance is a good day's drive. It is necessary to drive to an altitude of 4100 feet before dropping to the altitude of the valley, which is 4000 feet. Before leaving Merced, care should be taken to see that brakes are in good condition and that the car is in good shape generally. The Contourville road is reported to have been signed by the San Francisco Motor Club. The grades will be found to go as heavy as 20 per cent, with possibly a few short pitches a little in excess of this.

AT THE GOAL.

It is impossible to set any number of days for seeing Yosemite, because several weeks could be spent profitably by those who have the time. Most of the chief points of interest can be covered in a few days, but the points selected are best left to the choice of the individual. The valley has been called the Garden of the Sierras, and was first discovered by Maj. J. A. Revere, U.S.A., in March, 1857. It is a great gorge about eight miles long by one-half to one mile wide, running almost due east and west. Scientific claim it was formed by slow-moving glaciers which gradually ground their way through to the Merced Canyon, which was probably formed in the same manner. The Merced River runs through the floor of the valley.

The city trails to the principal points of interest, and saddle horses can be gotten from livery stables at reasonable rates. The United States government controls all rates at the stables, as well as the different hotels and camps. Yosemite Village is located at the center of the valley and is composed of the office of the superintendent, postoffice, express, telephone and telegraph offices, a general store, barber shop, etc., etc. Here also is the Sentinel Hotel facing the famous Sentinel Rock. To the east the western South Dome or Half Dome, as it is called, rises nearly 8000 feet above the surface of Mirror Lake, which lies at its foot. It is a mountain of granite, its north side being straight and smooth, forming a tremendous wall. It is feared there is enough granite in this massive pile to build a road forty feet wide from San Francisco to New York. Across the Merced River from the hotel is the Yosemite Falls, which has a total drop of 2000 feet. This hotel is the only one in the valley proper.

The return from the valley must be made over the Contourville road until such time as the opening of the other roads are arranged for. The Automobile Club of Southern California is now working to get a new road built down the water level grade and this road when completed will be free from toll and open the year round. To build the desired road the club will raise \$100,000 by popular subscription. After returning to Merced the route northwest to Stockton is taken, and from Stockton to Oakland and across the bay to San Francisco by ferry.

Trucks and Buses.

Calculating that one motor truck replaces six horses, it has been estimated that in order to take care of even so little as 10 per cent. of the transportation required by the large trade centers no less than 500,000 trucks must be produced within the next few years. Taking a lesson from the experience of London, Dr. George Strawbridge wants Philadelphia to buy 10,000,000 worth of motor buses, and forget all about subways and elevated lines. The city at present has one small subway and elevated system, and there has been some talk lately that the municipality should build a large system, at an estimated cost of all the way up to \$100,000,000.

Hydro-Thermal Co.  
1381 So. Main St.  
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The following features make the most up-to-date car of today: Left side drive, right hand control, stream line bodies, separate unit electric starting and lighting system, electric lighted running boards, built-in windshield, instantaneous locking tire carriers, tool boxes concealed in running boards, full equipment in Warner Speedometer and clock, Klaxon horn, etc.

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LOZIER

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The Price Is \$3400

IF YOU OWN A LOZIER YOU HAVE A CAR THAT IS KNOWN AS THE BEST—IT HAS CLASSY LINES, IT HAS DURABILITY, IT HAS COMFORT, IT HAS POWER, SPEED AND EFFICIENCY.

COMBINING THESE FEATURES YOU HAVE THE BEST CAR BUILT—A LOZIER.

DELIVERY NOW BEING MADE.

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Free Delivery to Beaches and Suburbs

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It's a Shame for Titus To Show Poor Old Mr. Wad Up This Way! By Gale.

WHILE THE CARTOONIST STRIP WAS SCRATCHING HIS HEAD TRYING TO GET AN IDEA FOR TODAY HE GOT A BUNCH OF PICTURES IN HIS FINGERS AND IS NOW UNABLE TO DRAW!!

HOWEVER, BE THAT AS IT MAY, WE HAVE RECEIVED A COUPLE OF POSTCARDS FROM CICERO AND TITUS AT CATALINA WHICH WE WILL USE TO FILL UP THE SPACE.

Dear Reader, Give a look at the Jew fish I caught this morning - he gave me one awful fight but I brought him to gaff in less than an hour! Cicero Wad

P.S. - Prodigious Struggle!

Avalon, Cal.

Dear Reader, This is a snapshot I took of Cicero with my Brownie camera while he was having his pitcher took with that black bass he caught this morning. Yours sincerely, Titus Wad.

P.S. - Burtie Slick?

Winners of the Special Contests. COAST MANAGERS PLAN TO MAKE FEW DRAFTS.

Experience Has Shown That the Average Drafted Player Cannot Deliver in This Circuit—Page, Brooks, Rohrer and Kores Among the Few to Qualify for Steady Berths in Past Three Years.

BY HARRY A. WILLIAMS.

COMPARATIVELY few drafts will be put in by Coast League managers. Past experience has served to convince them that there is little left in the league of lower classification for the Class AA people after the majors have made their annual haul.

The major league drafting season opens on September 1, and when they have finished, it is slim picking for the Class AA organizations, meaning the Coast League, the American Association and the International League, who live and let live, are permitted to put in their card.

With the fancy draft prices now prevailing, the average club finds it less expensive to let a player go than to buy him outright. The manager who goes into the open market and buys a player generally knows what he is getting, while there is a certain element of chance in the draft.

MAJORS PICK BEST.

The majors can draft from every minor league in organized baseball, that, put in a draft for him, but there was some irregularity, and Portland's claim was allowed to stand. Kores came to the Coast highly touted, and while a good ball player, he has not shed and great amount of talent. However, he is a youngster, and has shown McCredie enough to convince him that he will develop into a high-class shortstop.

In fact, it would not surprise McCredie to see a number of major league players put in drafts for Kores.

When Rohrer joined Oakland he had a lot to learn about catching, but showed enough natural ability to warrant carrying him for future use. Most of the drafts made by Coast League clubs last season were failures.

Cadman, drafted from Spokane, failed to stick, and Becker, drafted from Portsmouth by Oakland, didn't last a great while.

Portland drafted Hynes from London, Ont. Courtney from Kewanee, Ill. from Wichita, and Young from Harrisburg, but none of these names ever graced a Beaver box score.

ANGEL DRAFTS.

Los Angeles drafted Bluejacket, an Indian pitcher from Bloomington, and later decided that he was not worth the price of transportation.

Dresser of Salt Lake was Sacramento's draw in the draft. All that Dresser drew from Sacramento was spring training expenses.

Edmondson, drafted by Venies from Houston, is being developed in Stockton.

Of the 1911 drafts, Page, Brooks and Rohrer are the only survivors.

Los Angeles last season carried John Corp, drafted from Grand Rapids, but Johnny never really did the things expected of him.

That year Portland drafted no less than six men, and of these Bancroft was the only one to carry even for a time. Bancroft was sent to the Northwestern League last spring. Being a young man of promise, McCredie recently exercised his option on him, and may give him another trial next year.

Mac's primary object in reclaiming him, however, was to prevent the majors from grabbing him for the smaller draft price prevailing in the Northwestern.

SEALS' CHOICE.

Rafferty and Hartley were the only players among the several drafted by San Francisco in 1911 to get before the film, and they didn't last a great while.

Pope, drafted by Oakland from Savannah that year, survived the 1912 season, but was turned adrift this year.

Occasionally there is a player who has been given a trial in the majors and reverted to the minors who is fast enough for the class AA leagues, but such cases are rare.

The Coast League is now so fast that it must look largely to the majors for its material—men who have been drafted by the big leagues and found to be not quite ready, or players who are it difficult to stand the pace in the big leagues.

Coast League line-ups today are composed, with the exception of probably half a dozen players, of men who have seen service in the majors.

Although there are to be a number of changes on the Venice team next season, Maler and Hogan have stated that they will not cut in more than two drafts. In fact, they limit themselves to one, and that for a catcher. They are after a youngster, who can be fashioned into a regular backstop.

Berry has not decided on his drafts, but intimates that one will be about all that he can stand.

ABOUT GOOD ROADS.

The lawyers and bankers of the country have jumped to the support of the coming road congress, in Detroit, September 19 to October 4. The American Bar Association and the American Bankers' Association have each authorized special committees to co-operate with the management of the congress, and especially to look after the legal and financial end of roadwork. At the legislative session of the congress an effort will be made to bring about the formation of a national committee to codify state road laws and to recommend uniform legislation. The finance section of the congress will work on simple and uniform methods of road accounting, and also bond issues.

The only thing that can save the Altoona (Pa.) garages from being shut up on Sunday appears to be the granting of half rates to the minuties. War, war to the closing of the places on Sunday, has been declared from the pulpits of the local churches, and the Altoona Motor Club has jumped to the rescue.

REBUILT KISSELKARS

We are offering several 1912 and 1913 Kissel Kars at Bargain Prices. These cars have been completely overhauled and repainted and are in excellent condition. They are fully equipped and up to date in every particular. Kissel Service has kept these cars in perfect condition and retarded depreciation. If you are looking for a high-grade car at a bargain price, here is your opportunity.

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Less Oil, Less Gasoline, Greater Tire-Mileage.

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**APPERSON JACKRABBIT**—Leon T. Shettler Co., 151 West Pico St. Main 7034, Home 10167.

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**FIRESTONE—COLUMBUS ELECTRIC**—Cal. Automobile Co., 1250-1260 W. 7th. Wilshire 788; 53018.

**HOWARD SIX—PAIGE—L.P. PARD-STEWART** Thomas Motor Car Co. of Cal., 1098-80 S. Flower.

**HUDSON—Hudson Sales Co.** Phones, Sunset Main 678; Home A4734, 1118 S. Olive St.

**HUPMOBILE Agency**, 1019 S. Olive, M. C. NABON, Manager. Phone A1007; Bdw. 2967.

**JACKSON—Chas. H. Thompson**, 1142-44 S. Olive St. F6390, Bdw. 1947.

**KISSELMAN—Pacific Kieselkar** Branch, Successors to Standard Motor Car Company, 1001 South Olive Street. Bdw. 2963, Home 19487.

**"Lorier Motor Cars."** Sold by Bekins Motor Company, Pico at Figueroa Street. 60234; Broadway 10. Distributors for California, Arizona and Nevada.

**MICHELL—Greer-Robbins Co.** Twelfth and Flower Sts. Bdw. 5410, A1187.

**NATIONAL—National Motor Car Co.**, 1355 S. Flower St. Main 5347, 60593.

**OAKLAND CARS, STANDARD TRUCKS—Hawley King & Co.**, 1027-33 S. Olive St.

**OLDSMOBILE—Oldsmobile Co.**, 1205 South Olive. Main 3130, F5647.

**OVERLAND—J. W. Leavitt & Co.**, 1235 South Olive St. Main 4831; 60537.

**PACKARD and R. & L. ELECTRICS**—California Motor Co. Tenth and Hope Sts. Main 6060; 60406.

**PERCE-ARROW—W. E. Bush**, 1701-1711 S. Grand Ave. Home 60205, Main 2257.

**POPE-HARTFORD—Wm. R. Ruess**, Corner Tenth and Olive Streets. Main 7278, Home 60173.

**PREMIER—Premier Motor Car Co.**, 1127 South Olive St. Main 679, F2664.

**REGAL—Big Four Automobile Co.**, 1047-49 S. Olive St. Home F2533, Sunset Bdw. 952.

**SIMPLEX and MERCER—Simplex and Mercer Pacific Coast Agency**, 1057 S. Olive St. A4547, M. 7563.

**STEARNS KNIGHT—OHIO ELECTRIC—Smith Bros.**, 742-746 S. Olive St. F4206, Bdw. 3834.

**STUTZ—Walter M. Brown Co.**, 412-414 West Pico St. Home 25003, Main 7047.

**UNIVERSAL TRUCK—Eastern Motor Co.**, 825-827 South Olive. F2965, Main 2965.

**VELIE AND WARREN—Renton Motor Car Co.**, 1230 S. Main St. Main 1068, Home 10799.

**WINTON—W. D. Howard Motor Car Co.**, 1238 South Flower Street. Bdw. 4180, Home F5609.

PILES, FISTULA, FISSURE  
CURED IN ONE TO THREE DAYS

Specializing in only a few diseases develops the "KNOW-LEDGE" to treat them in a better and quicker manner than the medical "Jack of all trades," or even an expert less experienced than I.

Just think what it means to you. You save time and worry. Just a few painless treatments and a permanent cure of the above troubles is effected without pain, and with little or no deviation from home or business.

**Chronic Diseases**  
Neglect, indifference, self-medication, or misadvice by unskillful doctors, may be responsible for the chronic state.  
My exact treatment goes straight to the diseased part, or organ, and can be felt at work immediately. Investigate and see for yourself.

**FREE CONSULTATION, EXAMINATION AND ADVICE.**  
To those who have been calling on doctors for weeks and months, without receiving benefit, I make a special appeal to me. I will make a searching examination, absolutely free of charge. Also microscopic and chemical analysis of secretion, if necessary. Put your troubles up to me. I will advise you accordingly, and without charge. I am entitled to an opportunity to make good with you. There is nothing in my announcements that a visit to my office will not verify, and you are welcome, whether you take treatment or not. Write if unable to call. Hours: 9 to 4, 1 to 2, Sunday 9 to 12.

L. F. BLEASBY, M.D., 218 1/2 South Spring Street, Los Angeles, Cal.

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483 1/2 S. Broadway, Corner 8th. Over Sun Drug Store.

CALIFORNIA UP IN ARMS  
TO SAVE RUGBY IN SOUTH.

BY OWEN H. BIRD.

THE University of California will do all in its power to prevent the death of Rugby in Southern California, according to a message received last night from Manager Howard of the University of Southern California.

Boward has had several important conferences with Manager Wilcox of Stanford and Manager Donald of California during the past two days. The powers that be at California

are up in arms over the situation that bids fair to force U.S.C. out of Rugby next year, and Manager Donald has agreed to divide the financial burden of the southern trip for the Bears, making the Thanksgiving game under joint management.

As the California manager wants it now, the trip south for the game Thanksgiving Day will be the big trip of the year and will be backed up by the entire alumni association of the

State University. The game itself is to be played, this season, under the same conditions that hold sway in the matches between Stanford and California in the annual struggle.

Manager Wilcox of Stanford says that at the present time it seems impossible to have a game with U.S.C. on the latter's field, before the match with California, but that the student officers are anxious to give the Trojans a post-season game, December 6 being the date best adapted to their wishes.

Manager Boward states that under the conditions offered by the University of California, U.S.C. can continue with Rugby indefinitely, even though Stanford decides to drop out.

However, he further states that if the latter university does not follow up its relations with the South, affiliations with only one university will be hardly enough to warrant a big season, so the affair stands somewhat up in the air, in regard to what is to be done one year from this fall.

When at California that the Sherman Indians expected to take up Rugby, Manager Donald at once gave Boward his proxy to secure a game with the Indians in the South, the expense of the same to be mostly carried by the State institution during the first year, and the second if necessary.

However, the Indians will hardly be in shape to meet the California varsity this fall, and Manager Boward expects to give them one of his open dates, the game to be played in Riverside, possibly in November prior to the T.C. game with California.

If the Indians make a success of the game this year, California is not only willing to give them a game in the south, but will give them a date for a game in the north.

But to return to Stanford. Manager Wilcox is very much in favor of a trip south this season, during the regular playing season, but will have to put the matter up to the faculty. He is in favor of the game with California.

In regard to the dual agreement, this matter will not be brought up until the regular meeting of the student body when the university opens. The chances are that the agreement will be drawn upon, but under the existing conditions and in order to save the game of Rugby in the south, and of the State, it seems more than probable that such an agreement will be drawn up, covering all the various branches of sport, although baseball will probably not be included in the list of contests.

The summing up of the situation is simply this: California will not let Rugby die. Stanford wants a post-season game, rather than a regular season match. California has agreed to bear part of the expense if Stanford drops out of the running. The Sherman Indians and the L.A.C. teams make it possible to keep the game going here without the aid of Stanford. The coming season is to be a test. If it is a success from a financial point, the game will be continued here. The California-U.S.C. game here on Thanksgiving Day will be the big game of the season for the Trojans.

**THE F. B. Stearns Co.**  
742 So. Olive Street  
J. H. McDUFFEE, Manager

**Announcement**  
**The Stearns-Knight**  
**Cutaway Motor**

Which has attracted universal attention throughout the country and which has been exhibited with such pronounced success in all of the leading cities, is now at our salesroom for a limited stay only.

To those interested in Modern Motor Car development we extend a cordial invitation to call and inspect this really remarkable exhibit.

This invitation is especially extended to automobile dealers, their salesmen and mechanical force, chauffeurs and mechanical experts.

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State University. The game itself is to be played, this season, under the same conditions that hold sway in the matches between Stanford and California in the annual struggle.

Manager Wilcox of Stanford says that at the present time it seems impossible to have a game with U.S.C. on the latter's field, before the match with California, but that the student officers are anxious to give the Trojans a post-season game, December 6 being the date best adapted to their wishes.

Manager Boward states that under the conditions offered by the University of California, U.S.C. can continue with Rugby indefinitely, even though Stanford decides to drop out.

However, he further states that if the latter university does not follow up its relations with the South, affiliations with only one university will be hardly enough to warrant a big season, so the affair stands somewhat up in the air, in regard to what is to be done one year from this fall.

When at California that the Sherman Indians expected to take up Rugby, Manager Donald at once gave Boward his proxy to secure a game with the Indians in the South, the expense of the same to be mostly carried by the State institution during the first year, and the second if necessary.

However, the Indians will hardly be in shape to meet the California varsity this fall, and Manager Boward expects to give them one of his open dates, the game to be played in Riverside, possibly in November prior to the T.C. game with California.

If the Indians make a success of the game this year, California is not only willing to give them a game in the south, but will give them a date for a game in the north.

But to return to Stanford. Manager Wilcox is very much in favor of a trip south this season, during the regular playing season, but will have to put the matter up to the faculty. He is in favor of the game with California.

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JESS WILLARD HAS SPEED,  
BULL YOUNG CONDITION

BY DE WITT VAN COTT.

JESS WILLARD complained Friday afternoon that he was not feeling well, so Tom Jones, his manager, allowed him to lay off on his work.

Yesterday afternoon he resumed his work, and punched the ball for a couple of rounds, then boxed two rounds each with Henry Carrege and Johnny O'Leary.

This was the first time that I have seen Jess in action and, while he showed a lot of speed for a big man, he is far from being in condition for a twenty-round contest with a tough man like Bull Young.

Jess, like Palkey, showed a lot of fine material for a man of his size, but there are a hundred things for him to learn before he gets there if we expect to see a man even as good as Luther McCarty.

He is exceptionally fast for a man of his size, on his feet. He also has two good hands to hit with and can hit hard with either.

It has been reported that he could not use his right hand very well, but he can, and can hit hard with it. He leads well with either hand, but seems to know little about counter-punching and is very poor on defense.

He also tends his knees too much to get all the speed that is in him.

In the clinches he showed a poor knowledge of close boxing, his pet-toe with Henry Carrege did little but stand close to Carrege and pull and push each other.

At long-range boxing, Jess was not too good, and Carrege was very good at long-range boxing.

There is an opinion in the ring that he is a man. I believe he is, as any man who has been training for a long time and has won a lot of money as a result of his boxing should be.

From what I have seen of him, I would not bet that he is a man.

Jess Willard also has a good deal of speed, but he is not too good at long-range boxing, and he is not too good at close boxing.

Judging from the little I have seen of him, I believe Willard is a man.

**WITH THE MINORS.**  
**AMERICAN ASSOCIATION.**  
Columbus, 14; Kansas City, 4. Louisville, 3; St. Paul, 1. Toledo, 6; Minneapolis, 3. Indianapolis, 4; Milwaukee, 9.

**SOUTHERN ASSOCIATION.**  
Birmingham, 4-7; Nashville, 9-5. Atlanta, 7-5; Chattanooga, 6-5. Memphis, 4; Montgomery, 1. New Orleans-Mobile, rain.

**WESTERN LEAGUE.**  
Lincoln, 1; Omaha, 5. Topeka, 5-5; Des Moines, 3-5. Wichita, 7; Sioux City, 12. Denver, 2; St. Joseph, 3. (Twelve innings.)

**INTERNATIONAL LEAGUE.**  
Baltimore, 10-1; Buffalo, 7-10. Jersey City, 4; Rochester, 3. Providence, 5; Montreal, 4-4. Newark, 4; Toronto, 0.

**NORTHWESTERN LEAGUE.**  
Tacoma, 5-4; Portland, 1-1. Victoria, 13-1; Seattle, 1-1. Portland, 5-3; Seattle, 3-3. Batteries—Pyne and Williams; Gipe and Wally.

**CALIFORNIA LEAGUE.**  
Fresno, 4-7; Stockton, 2-7.

**DEER HUNTERS.**  
C. C. Ellis and C. G. Sidwell returned with two bucks yesterday from the San Bernardino Mountains, one forked prong, and the other a three-pointer.

Marion Brown popped a 200-pounder in the same mountains. Two McFarland brothers report killing two bucks near Old Baldy. F. Rees killed two deer near the Tanager Canyon.

Harry Spottedbrook and Harry Townsend are reported to have gotten a couple of bucks near Burbank. Dr. Sweet and two others report three bucks from the Malibu country.

J. C. Sanchez left yesterday for Kern county, where he will meet J. C. Buysy, W. J. Totha and F. Graydon. F. Buysy and party have gone to the San Bernardino Mountains.

Will Bishop left for Rattlesnake yesterday. Others reported to have gone to try their luck are O. P. McKesson, T. Schom, O. B. Fish, G. F. Rhoades, Frank Case, R. C. Jackson, W. Buchanan.

Those who will probably go soon are S. E. Manatt, J. E. Adams, J. T. Chilson, H. Wright, H. Coppock, W. L. Lawrence and George and Dennis Gardner.

**TO LIVE ON CAMPUS.**  
Louis Cass, who graduated from Stanford last year, has decided to go into the insurance business in San Francisco, and to live on the Campus at Stanford.

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BEDROCK PRICE  
FOR AUTO FUEL.

Discovery May Mean Great Things.

Stamp of Approval on an Experiment.

Resolution for Seven Cents a Gallon of Gas.

A gallon of gas for fuel is a thing that every automobilist is familiar with. In recent developments in which George R. Selden, inventor of the automobile, has been successful in securing a seven-cent price for a gallon of gas, the price of the fuel used was a matter of some importance.

The car was driven on high gear, and the fuel was used very freely. The driver was able to keep to thirty miles an hour, and the fuel was used very freely.

As long as the traffic would permit, a new fuel is about to be placed on the market, which is a very important development.

The fuel was used very freely, and the car was driven on high gear. The driver was able to keep to thirty miles an hour, and the fuel was used very freely.

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SPEED, CONDITION

COULET

Discovery May

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# OCCIDENTAL HAS GREAT PROSPECTS FOR FOOTBALL.

**CHAMPIONS.**  
JOSEPH A. PIPAL, who will guide the football destinies of the Occidental Tigers, is expected to arrive in Los Angeles today. He has been directing the athletic work of the University of Utah during the summer months.  
With his advent the situation begins to take on the characteristics of action, rather than of talk. From his letters it is gleaned that the coming season looks to him much better than the last, and that although several of the good men have been lost, the strong second team and wealth of prep school material should make more than make good for their absence.  
They will have left of the old team six men, who are Harry Kirkpatrick, Chester Bradbeer, who played guard; Leon Tackley, and Duffy Beay, their quarter-back; Bruce Dill, who played full; Ed Briar, sub-guard, and ex-Capt. Drury Wieman, tackle.  
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# MILLION HERE, SAYS OHIO MAN.

**GRAT BOOSTER FOR OUR CITY IS ELECTRIC BUILDER.**  
Vigilant Remarks on Wonderful Growth of the Ohio Agents' Home Town and Predicts That We Will Soon Have One of the Largest Business Centers in This Country.

Wesley and Clarence Smith, local Ohio electric agents, have been entertaining two of the heads of the Ohio Electric Company and the new Pacific Coast representative, Otto Marx, the secretary and treasurer; R. B. Woodhull, sales manager, and E. B. Hood, new Coast representative, were the distinguished visitors.

After one week they were bounding like a trio of Frank Wiggins.  
"Wonderful, heavenly, don't see why anyone would live anywhere else," etc., were a few of the expressions from the Ohio manufacturers.

Although making the trip for the purpose of visiting all the western agents, Marx and Woodhull are not losing the opportunity to study the country as they feel that this knowledge is very essential in studying and understanding the business conditions. They visited the agencies in Kansas City, Omaha, Denver and then stopped two days to see the Grand Canyon. They have no agent there. From the canyon they came direct to Los Angeles and will leave today for San Francisco, Oakland, Sacramento, Portland, Seattle, Tacoma and Vancouver.

"I suspect it is an old story to have visitors express pleasure over your country," said Marx, "but I am sincere when I say that in my travels all over the world I have never seen such a wonderful city. I do not believe the people who live here realize what a land this is. You will have a million people here before you know it."

"The possibilities for the electric are amazing. The roads, the perfect streets, the country and the people. The electric is the aristocratic vehicle and of all American cities Los Angeles stands out as the ideal electric town. We have done a big business here and will undoubtedly do much more."

"From a general automobile standpoint I can say nothing other than along the lines of the general prosperity of the industry. It seems to be in a healthy condition generally."

"I can take this opportunity of stating," said Woodhull, "that we are prepared to protect our patents to the magnetic control and the double drive. Both are our patents and we will positively fight any infringement."

"The magnetic control has been growing in popularity and the double drive that enables the car to be driven from the front or rear seat has solved the large car problem. In some cities there is a law prohibiting anyone sitting in front of the driver. This seemed to block the electric meeting more than two or three, but we overcame that with the patented double drive. When there are only two or three in the car the driver can sit on the rear seat and drive. When there are more the car can be handled from the front seat."

Why Not?

# TOPPERS DEMAND NEW ATHLETIC FIELD.

will do the active coaching, with Ralph Noble giving the use of his knowledge and experience from the side lines. Coach Featherstone and Fred Baker are soon going up north for a couple of weeks to study the points of the English game.

The greatest rival of the Blue and White for the year will in all probability be the brilliant showing she has in the past. However, the boys have confidence in Coach Noble and Featherstone, and Coach Brooks is sure that if he can secure an athletic field, his boys will be able to hold their own against all comers in the south.

The veterans available for the baseball team are Al Lawson, Cowan, Louis Kahn, Bobby Newell and Elmer Galloway. Russell French, Lawson and Cowan were the stars of the team last year. French is not yet certain as to whether or not he will return this year. He was picked by Otto Fritsch as the best intermediate pitcher man in the south for this year. Should he go his loss would be keenly felt. While Al Lawson on the mound, French, Cowan and the rest to support, the Blue and White stands a good chance at anything a season of all-arounders in the league.

# HAYNES CARS CONTINUE TO MAKE GREAT RECORD RUNS

**DOING WELL.**  
THAT the two Haynes cars which recently completed the Indiana-Pacific tour and then were started out upon a tri-State publicity pilgrimage of the Pacific Coast, are giving unusual demonstrations of endurance and dependability, is the belief of automobile men and motorists in general in all parts of the West.

Both the Haynes "Six" and the Haynes "Four"—which in the Hoosier State tour were designated Nos. 11 and 12—are now in Eakensfield. The cars checked in there last night, according to telegraphic advices received by the local branch of the Haynes Auto Sales Company, after a strenuous 400-mile jaunt through the region south of the Tehachapi Mountains. While the roads in Southern California have been found generally in splendid shape, the passengers in the two machines declare they have encountered many stretches of bad roads in the unfrequented districts and several grades, which have required not only skillful driving, but demonstrations of the real power of the motors of both cars.

While it is generally conceded that the Pala grades both north and south of the Mission Pala of San Diego county represent as stiff and dangerous mountain grades as it is safe to attempt to negotiate with an automobile, both Haynes cars are said to have conquered these passes on the second gear. The element of danger in making the Pala grades was considerably increased for the Haynes party due to the fact that the motorists were obliged to travel over them by night.

**MARTIN SHOCK ABSORBER**  
"Absorbs the Jar and Saves the Car."  
Main 3605. 322 W. Pico. Home 25990.

**ALCO**  
Trucks and Pleasure Cars Built and Guaranteed by THE AMERICAN LOCOMOTIVE COMPANY.  
Los Angeles ALCO MOTOR SALES CO. 2nd & Grand St. 1246-1248 South Flower St. Phone: Main 3775, 3787.

**AMERICAN**  
4-30" 11225—underslung—5-44" \$2900.  
LYNN C. SUTTON, Pico and Olive Sts. N. 577 #8851

**AUBURN**  
TOURIST PARTS.  
W. J. BURT MOTOR CAR CO.  
Pico and Hope Sts.

**AUTO**  
MOTOR GO SPEEDER.  
puts the GO in Gasoline. 25% to 50% saving guaranteed. Works hot air automatically. Ask the man who has one; we will introduce you. 234 West Pico Street.

**AUTO**  
Gloves and Clothing  
DYAS-CLINE CO.  
214 W. 3rd St.

**AUTOCAR**  
3000-lb. Commercial Car.  
M. S. BULKLEY & CO.,  
PACIFIC COAST DISTRIBUTORS.  
Los Angeles. Home 2287.

## Regal

### A Few Cold Facts

About Regal Underlugging Cars

We want to tell you, in plain English, some cold facts about Regal Underlugging Cars.

**Safety**—Regal Underluggings do not skid or turn turtle. Because the frame is long before the axle, yet with ample road clearance they are extremely safe.

**Easy Riding**—A Regal side is a luxury ride because of our distinctive spring construction.


**Efficiency**—Regal Underluggings give dependably long-lived service.

**Economy**—The limited upward rebound of springs saves your car. Our straight line drive cuts down your gasoline bills.

**Beauty**—You cannot find a more beautiful car.

A Regal will more than prove our claims. You will find our dealer ready to tender you efficient service at any time. He can always supply you with necessary parts.

**C. S. Anthony**  
1047 So. Olive St. Bldg. 952.  
Distributor for Southern California.  
Regal Motor Car Company, Detroit



**\$1150**  
Regal Model "N" Underlugging Touring Car  
Fully Equipped as a 2-Door Roadster  
Other Regal Underlugging Cars are Model "N" Roadster and our Colonial Coupe.

Live sub-agents wanted in unoccupied territory. Write us for our exceptionally attractive proposition.

**DETROITER**  
\$1000 f. o. b. Cal.

**TOURNAINE 6**  
\$1000 f. o. b. Cal.

**KOEHLER**  
\$850 f. o. b. Cal.

**Y. R. del Valle**  
1312 South Grand Ave.  
2229 Broadway 312

**THE SEASON OF 1913 HAS BEEN UNPRECEDENTED IN THE DEMAND FOR**

# GOODRICH UNIT MOLDED TIRES

Even the largest rubber factory in the world could not turn them out in sufficient quantities to give every Goodrich friend the equipment he wanted.

**Now**  
an enormously increased production has been made possible by new machinery, new buildings and hundreds of additional employees.

**Today**  
we are in position to give the real old-fashioned Goodrich Service in heaping measure.

**Your dealer can fill your orders promptly**  
Goodrich Tires—Best in the Long Run

# Times Directory

Of Automobiles and Accessories

**Auto Supplies**  
Western Rubber & Supply Co.  
1011 S. Olive St., Los Angeles  
Pasadena, San Diego.

**Case**  
CASE AUTO SALES CO.  
1225-28 South Olive St.  
F1224, Main 3876, Factory Branch 15th and Kansas St., San Francisco. Factory, J. I. Case & Co., Inc., Racine, Wis.

**Cartercar**  
AND I. H. C. TRUCKS  
California Moline Flow Co.  
1330 So. Flower Main 5653, 20789

**Chanslor & Lyon Co.**  
MOTOR TRUCKS  
1900 Pounds to Two Tons  
COMMERCIAL MOTOR COMPANY  
Bdwy. 511—Home 21981 1910 S. MAIN ST.

**Chase**  
\$1000, Touraine \$3100, Koehler \$850.  
1312 S. Grand Ave. 22299, Bdwy. 3132.

**Detroit**  
Service Motor Trucks  
Lexington Motor Cars  
E. J. BENNETT  
317-39 South St. F1217, Main 3121

**Detroit Trailers**  
THE WORLD-FAMOUS CAR  
PACIFIC COAST MOTOR CAR COMPANY  
1144 South Olive St.  
L. B. ROY ARMSTRONG, Vice-President and General Manager  
Agents for Lewis Trucks

**Fiat**  
ACCESSORIES COMPANY.  
Specialties and Repairing  
HILL AND ELEVENTH.

**FORD**  
And Supplies.  
Pacific Coast Motor Car Co.  
210-212 CENTRAL AVE.

**Garage Equipments**  
HAYNES AUTO SALES COMPANY  
Main Factory Branch, Models checked and tested. Full 20 horsepower, 21000. Los Angeles. Figures at branch 21. Main 923. Street. San Francisco. Van Ness and Turk St.

**Haynes**  
J. W. WILLCOX  
Southern California Distributor  
1053 South Olive Street  
Main 2791. F1197

**Henderson**  
Factory Branch and Service Station.  
1033 South Grand.  
J. L. STONE, Assistant Manager.  
F5770 Main 1461

**Kelly Trucks**  
Pleasure Cars—Four and Six Cylinders—Trucks—2 to 3 Ton Capacity.  
VAN CANNAN MOTOR CO.  
Distributors Southern California and Arizona 1122-1123 S. Olive St. Los Angeles. Phone: A2951; Bdwy. 2224.

**Knox**  
COMMERCIAL TRUCK, 1 and 1 1/2 Tons.  
The ELMORE—The F. A. L. FRED W. BEAU de ZART.  
Pacific Coast Agent. 1221-23 South Main St., Los Angeles

**Krebs**  
25-30 H.P. 6-cylinder 8-passenger Touring Cars, Roadsters, Delivery Cars—2000, F.O.B. Factory.  
KRIT MOTOR SALES CO.  
Phone Broadway 740 912 West Pico Street

**K-R-I-T**  
and SPEEDWELL—Lancia limousines, landaulets and touring cars. SPEEDWELL trucks and touring cars. DWIGHT I. HOLMES, 60151. 1231 South Flower Street. M. 2650.

**LANCIA**  
Half Ton Truck—\$780.00 Delivered to You. Terms 10% Down. Lancia Motor Sales Co., 1918 W. Washington St. West 4th. 2007. Vance-Cannan Motor Co., 1122-23 So. Olive St. Bdwy. 2210; A-2921.

**Lincoln**  
SYMMONS MOTOR CAR COMPANY  
1228-30 SOUTH FLOWER STREET  
Distributors for Southern California  
Phone: Main 4490; Home F2110

**Locomobile Co. of America**  
"BIX" AND 4 CYLINDER  
"Easiest Riding Car in the World."  
GILHOUSEN BROS. CO.  
1124 South Olive Street, Fresno, Calif.

**Marion**  
9.3 LOUIS F. BENTON COMPANY  
1245-24 South Flower Street  
Los Angeles, Cal. and Arizona  
Main 2224-2225.

**Marmon**  
CARS delivered in Los Angeles. High grade Roadster Cars. Fully guaranteed. Standard equipment throughout. 4-Cyl. 22-H.P. motor. South mainline. Write for Catalog, or call at office of METS COMPANY, 107 E. Broadway. Phone: Main 114. Home F2124.

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## TIGERS WALLOP ORVIE OVERALL.

Seals Almost Win, but McLean Saves Game.

Lefty Leifeld Gets Worst of the Breaks.

Koestner Strikes Out Two Men in Tenth.

BY DIRECT WIRE TO THE TIMES.  
SAN FRANCISCO, Aug. 16.—[Exclusive Dispatch.] Big league baseball in the massive form of Orvie Overall and the willowy shape of "Lefty" Leifeld was unavailing today in the face of the Venice attack and the Seals went down to a 3-10 defeat in ten innings. It was a baseball game full of thrills and sensational moments and only a wonderful throw by McLean in the ninth inning prevented the Seals from winning in the regulation distance.

Overall was handicapped in the first inning by some wobbly playing on Down's part and before he realized it the Tigers had a two-run lead. Still the Seals struggled gamely at bat and managed to even up the score. Even when Overall got behind again in the eighth they tied it up and went one better, putting "Big Lefty" in front. Venice was fighting hard, however, and evened it up in the ninth.

**SEALS RALLY.**  
The Seals rallied themselves in the ninth and Overall stepped out for a pinch hitter. This paved the way for Leifeld to come on, and he got the worst of the "breaks," which accounted for three more runs and the loss of the game.

Fitted against the array of big league pitchers, Happy Hogan had some former major performers himself. He had Griffin, Baum, Hitt and Koestner on the mound at different times and Hitt was there when the Tigers put over the three-run rally and gets credit for the victory. All of these pitchers have been in the big show at some time or other, so it was a case of six big league cast-offs fighting it out.

There was wobbly playing on both sides, only four of the thirteen runs being earned, but there was enough good playing to make it a first-class game so far as interest and excitement were concerned. A crowd hovering close to the 10,000 mark was there to see Overall make his debut and they gave him a reception long to be remembered.

**HOW THEY DID IT.**  
The following shows how Venice won out in the last of the game. Hitt took up the pitching in the ninth and the Seals crowded him all the way. Schmidt singled to Hogan as a starter and Hogan, battling for Overall, walked. Charles forced Hitt at second but Corban moved up to third. Right here Capt. Baum ordered some desperate work. He had Hitt pass McCardie, sitting up the bases.

Oaks, 5; Portland, 1.

## JACK KILLILAY PITCHED GREAT BALL FOR OAKS.

PORTLAND (Ore.) Aug. 16.—[Exclusive Dispatch.] Jack Killilay, who held Portland scoreless for six innings Thursday, slipped into the box at the outset today and his first work of the sort that made Christy Mathewson famous in the old days, for he won his game 5 to 1.

The only Beaver run was scored in the fourth inning. In the fifth, Oakland walked away with the game. Cook walked. Kreitz walked. Cook taking second. Killilay made a Cincinnati hit, when Cook beat Higgins' throw to Lindsay, filling the bases. Leard knocked a back fly late right field and Rodgers and Deane collided. Leard going to second, Cook and Kreitz scoring. When out, Rodgers to Derrick, Killilay scoring and Leard taking third. Hitting walked. Gardner out. Lindsay to Derrick. Leard scoring. Hitting taking second. Kaylor safe on Kow's low throw. Hitting scoring. Kaylor stole second. Cleme fouled out to Lindsay. Five runs, two hits, one error. The score:

## MILLIONAIRE'S CUP FOR RACE.

James H. Flagler, New York millionaire donor of the Corona Road Race trophy, yesterday wired Chairman F. H. Ott of the Corona Road Race Committee that the handsome cup had been shipped from New York. This trophy, one of the most costly ever offered for any road race event, is said to equal the Vanderbilt Cup. It will be given to the winner of the Grand Prize free-for-all in addition to \$1000, should the world record be broken.

The cup was made at Tiffany's in New York. Millionaire Flagler has a keen interest in the great road race, which he says will be one of the best ever held. He will make the trip out to Corona in a special Pullman coach with his family and will occupy one of the boxes with several other New York men who are anxious to watch the battle royal.

The first rattle out of the box Hoag started to left. Leifeld dropped the ball in front of the plate in an attempt to sacrifice and Schmidt threw wild to second when he had a force out in front of him. That put two on with no one out and when Patterson was hit by a wild shot the bases were full. Elliott's out, Corban to McCardie, brought in Hoag. McDonnell batted for Hitt and fanned. Carlisle bounced one to McCardie which could not be handled and Leifeld tallied. The third run scored in the double steal. Patterson leading Charles's return throw to the plate. These three runs settled the game, for Koestner pitched the last inning and struck out two of the Seals. The score:

VENICE									
			AB	R	H	E	P	BA	
Charles	1	0	0	0	0	0	0	0	0
Leifeld	1	0	0	0	0	0	0	0	0
McCardie	1	0	0	0	0	0	0	0	0
Corban	1	0	0	0	0	0	0	0	0
Hogan	1	0	0	0	0	0	0	0	0
Schmidt	1	0	0	0	0	0	0	0	0
Charles	1	0	0	0	0	0	0	0	0
Hoag	1	0	0	0	0	0	0	0	0
McDonnell	1	0	0	0	0	0	0	0	0
Patterson	1	0	0	0	0	0	0	0	0
Elliott	1	0	0	0	0	0	0	0	0
Corban	1	0	0	0	0	0	0	0	0
Hogan	1	0	0	0	0	0	0	0	0
Schmidt	1	0	0	0	0	0	0	0	0
Charles	1	0	0	0	0	0	0	0	0
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McDonnell	1	0	0	0	0	0	0	0	0
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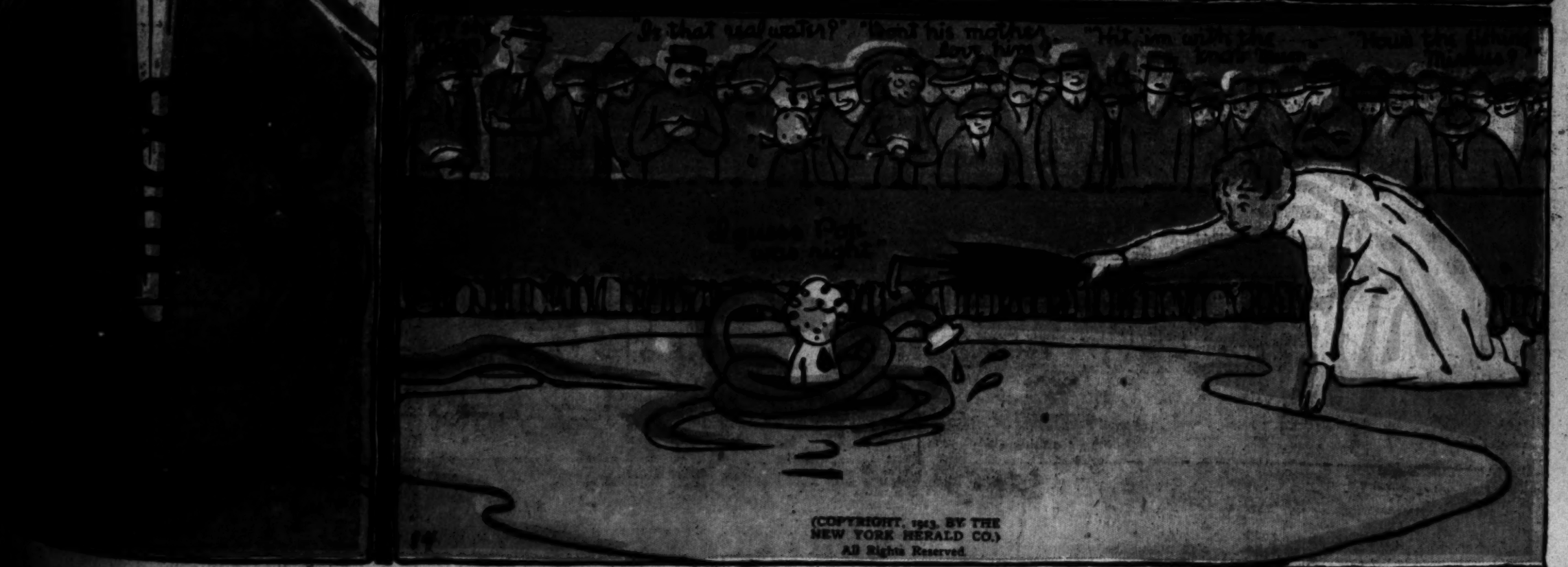
# Los Angeles Sunday Times

Part VII—8 Pages

THE HOUSEHOLD—FASHIONS.

SUNDAY MORNING, AUGUST 17, 1913.

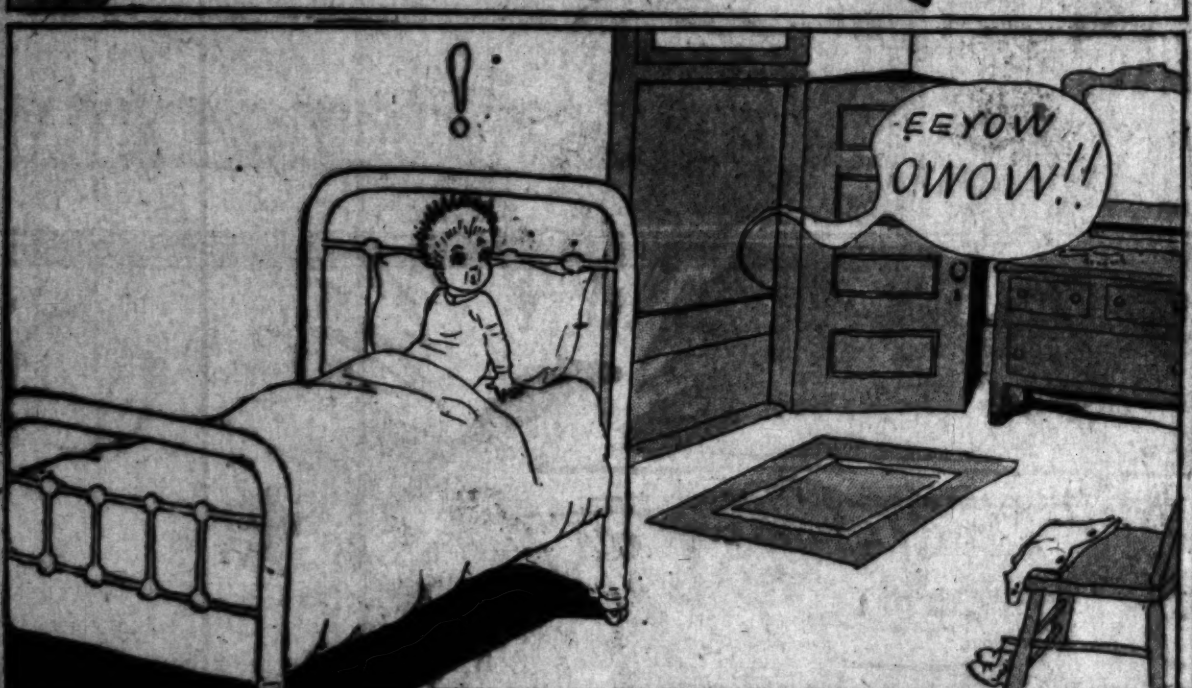
HUMOR: (Fun for the Young  
Smiles for Their Elders)





# "BRICK" BODKINS' PA

"WHERE WOULD BE A GOOD PLACE TO KEEP A TURTLE?"



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## MR. TWEE DEEDLE.



1.—Mr. Twee Deedle, Dolly and the girl whom Mr. Twee Deedle had changed from an old woman to find her papa and mamma. They flew through the air until they came to a castle, "way up on top of a mountain."



2.—When the party came to the mountain they found it was of glass, and the sides were so slick Mr. Twee Deedle could not climb it.



3.—While they were trying to think of some way to get up the castle a little man came along. "If you wish to get to the castle," he said, "you will have to fall up the smooth mountain instead of climbing, for it is a magic mountain."



4.—So the children, Mr. Twee Deedle and the girl fell up the mountain as easily as you would fall down an ordinary mountain. At the gate stood a fierce guard, who said, "You cannot come inside!" and he brandished his big sword. But Mr. Twee Deedle caught the guard by his belt and stood him upon his head and all walked into the castle.



5.—When the children walked into one of the large halls a jolly looking couple ran to meet the girl. "It's Uncle Santa Claus and Mother Hubbard," she cried, as she kissed them and introduced Mr. Twee Deedle and the children.



6.—"Yes," said Uncle Santa, who all were comfortable, "I have been working so hard getting all the toys made for next Christmas I thought I would take a vacation, so I had this castle built for Mother and myself and we are having a bit."



7.—Uncle Santa asked the girl to stay with them that night and he would send her to her mamma and papa the next day, but as it was getting late the children thought it best that they go home.



8.—Then the children kissed Mother Hubbard and Uncle Santa goodby and with some presents clapped tight they walked to the edge of the glass mountain and slid down to the ground. "It was just like a fairy tale!" said Dolly. "We must hurry home and show our pretty presents to mamma!"

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## GASOLINE GUS ENLISTS AS A MOTOR COP



## DOLLY DIMPLE AT OLD KING COLE'S BUBBLE PARTY



SUNDAY MORNING.

# M A

Ve

—When Mazie down  
She found poor Pa  
"Dear Pa," she cooed  
And Pa blew up.

—Here's your garage  
New tires, new parts  
Faster than I can  
If you want more, I

—Then off he stormed, w  
For there were many o  
"If those he sees," sobb  
If only I could pay then

—She had her soundest car  
And had a taximeter put  
Then, in her smartest dr  
Down town, and started

—To ride in Mazie's stylis  
She loathed the notoriety  
"Twill just show Pa," s  
And then, at five o'clock

—Just at this hour she turn  
She waited at Pa's buildi  
"How nice!" said Pa who  
You've put your craze to

—They reached their house  
"It's thirty-seven dollars,  
"What's this?" cried Pa.  
You told me I must earn

—Take off that meter!" Pa  
"Oh, thank you, Pa!" said  
Then out she took her litt  
"RULE X.—IF YOU A



# MAZIE THE MOTOR MAID

Verses by Paul West ☒ Illustrations by J. Norman Lynd

When Mazie down to breakfast came, one morning, in her frills,  
She found poor Pa bright red with rage and op'ning Motor Bills!  
"Dear Pa," she cooed, "is something wrong? You seem—er—well, upset!"  
And Pa blew up. "Upset!" he cried. "Is something wrong? You bet!"

"Here's your garage bill. Look at it! Three hundred eighty-seven!  
New tires, new parts, more gasoline—four hundred and eleven!  
Faster than I can make the cash your crazy motors burn it!  
If you want more, I'll tell you flat, you've simply got to earn it!"



Off he stormed, while Mazie wept, her thoughts in  
There were many other bills that yet demanded pay  
"Poor he sees," sobbed Mazie, "then farewell, sweet  
Only I could pay them off! Ah, wait! I have a scheme.

She had her soundest car brought 'round, then sped with eager  
And had a taximeter put upon the swift machine.

Then, in her smartest driving togs; she sped, with wheels awhirl  
Down town, and started in to be—you've guessed—a Taxi-Girl!

To ride in Mazie's stylish car the public pushed and crushed.  
She loathed the notoriety, but bit her lips and blushed.

"I'll just show Pa," she bravely said, "his daughter can earn cash!"  
And then, at five o'clock, she planned a scheme exceeding rash.

At this hour she turned her car and quickly sped down town.  
She waited at Pa's building, for she knew he'd soon come down.

"How nice!" said Pa when he appeared, "to bring your car for me!  
You've put your craze to better use, a thing I'm glad to see!"

They reached their house. She turned the "clock" until its face would show.  
"Thirty-seven dollars, Pa," said Mazie, "that you owe!"

"What's this?" cried Pa. "Why," Mazie said, "my bills you will not pay.  
You told me I must earn the cash, and—well, I chose this way!"

"Take off that meter!" Pa exclaimed. "Er—send your bills to me!"  
"Thank you, Pa!" said Mazie, with a smile he could not see.

Then out she took her little book and wrote, with spirits gay:  
RULE X.—IF YOU ARE CLEVER YOU CAN MAKE A MOTOR PAY!"

J. NORMAN LYND.

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# For the INDUSTRIOUS NEEDLEWOMAN

By ADELAIDE BYRD

## BLACKBERRY CENTERPIECE

## ANOTHER SPACE SAVER

For the girl who is obliged to keep all of her belongings in her own room, for the apartment house dweller, or for the housewife whose budget is insufficient to buy a closet, there is one little friend in need not to be ignored—the hanging umbrella holder. Select enough heavy material, preferably denim or cretonne, from which to cut a strip about fourteen inches wide and a yard long, and a second strip fourteen inches wide, but only thirty inches long. After cutting to the proper size, bind the bottom fourteen-inch edge of the two pieces separately with colored tape some color that will harmonize or contrast well with the material being used. Also bind the top of the thirty-inch piece in the same fashion.

By E. J. DICKMAN

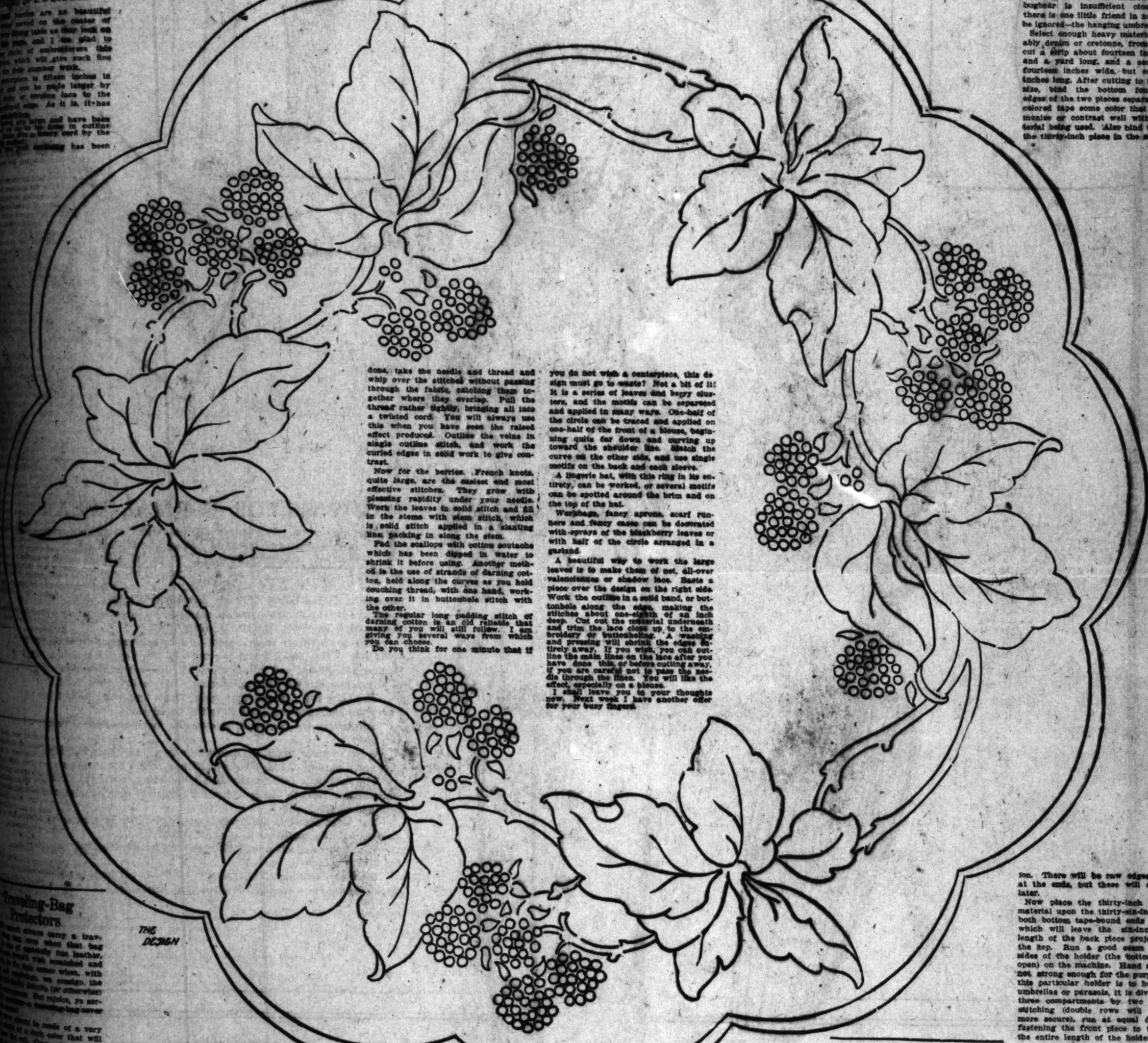
**Less Aspect of a Gentleman**  
Why is it that some one who is a gentleman, in the eyes of the world, is not a gentleman in the eyes of his own family? I have seen many a man who is a gentleman in the eyes of the world, but who is not a gentleman in the eyes of his own family. I have seen many a man who is a gentleman in the eyes of the world, but who is not a gentleman in the eyes of his own family. I have seen many a man who is a gentleman in the eyes of the world, but who is not a gentleman in the eyes of his own family.

**Try Gooder's Method**  
If you have not tried gooder's method, you are not a gentleman. Gooder's method is a method of living that is good for the body and good for the mind. It is a method of living that is good for the body and good for the mind. It is a method of living that is good for the body and good for the mind. It is a method of living that is good for the body and good for the mind.

**Seek Aids to Deafness**  
The two letters following are of the same time and deal with the same subject. They are of the same time and deal with the same subject. They are of the same time and deal with the same subject. They are of the same time and deal with the same subject.

**Traveling-Bag Products**  
Traveling-bag products are of the same time and deal with the same subject. They are of the same time and deal with the same subject. They are of the same time and deal with the same subject. They are of the same time and deal with the same subject.

**Has an Unfinished Room**  
Has an unfinished room? It is a room that is not finished. It is a room that is not finished. It is a room that is not finished. It is a room that is not finished.



done, take the needle and thread and whip over the stitches without passing through the fabric, catching them together where they overlap. Pull the thread rather tightly, bringing all into a twisted cord. You will always use this when you have seen the raised effect produced. Outline the veins in single outline stitch, and work the curved edges in solid work to give contrast.

Now for the berries. French knots, quite large, are the easiest and most effective stitches. They grow with pleasing rapidity under your needle. Work the leaves in solid stitch and fill in the stems with stem stitch, which is solid stitch applied in a slanting line, working in along the stem.

Pad the scalloped with cotton outside which has been dipped in water to shrink it before using. Another method is the use of strands of darning cotton, held along the curves as you hold couching thread, with one hand, working over it in buttonhole stitch with the other.

The regular long padding stitch of darning cotton is an old reliable, and many of you will still follow. I am giving you several ways from which you can choose.

Do you think for one minute that if

you do not wish a centerpiece, this design must go to waste? Not a bit of it! It is a series of leaves and berry clusters, and the motifs can be separated and applied in many ways. One-half of the circle can be traced and applied on one-half of the front of a blouse, beginning quite far down and curving up toward the shoulder line. Match the curve on the other side, and use single motifs on the back and each sleeve.

A lingerie hat, with this ring in its entirety, can be worked, or several motifs can be spotted around the brim and on the top of the hat. Workings, fancy aprons, scarf runners and fancy cases can be decorated with sprays of the blackberry leaves or with half of the circle arranged in a garland.

A beautiful way to work the large leaves is to make them of net, all-over Valenciennes or shadow lace. Run a piece over the design on the right side. Work the outline in a solid band, or buttonhole along the edge, making the stitches about one-eighth of an inch deep. Cut out the material underneath and trim the lace close up to the embroidery or buttonhole, and pressing will shrink the edges away. If you wish, you can outline the main lines on the lace after you have done this, or before cutting away. If you are content with not to pass the needle through the lace. You will like the effect, especially on a blouse.

I shall leave you to your thoughts now. Next week I have another offer for your busy fingers.

### How to Transfer

HERE are suggestions for transferring the pattern before you to any material before working. Perhaps the easiest way is the "wet-paste" method. This is successful when the material is thin. The linen, batiste, etc. Pin the sheet of paper and the material together and hold them up against the glass of a window. With a sharp pencil draw on the material the design, which can be easily seen through the paper. If one-half of the design only be given, upon the paper and turn the other side to the fabric.

If you have carbon paper, you should place the sheet between your fabric and the newspaper. The water to on top. With a sharp pencil go over the outline of the design. The impression will be left in the line and will last until washed.

### A Crepe Nightdress

COTTON crepe covers are just the thing for a journey. They are easily and quickly laundered and take up less room in the trunk or traveling bag, because one can do with two of these where three or four of the main ones would be required because of the necessity of waiting upon a laundress for their "doing up." When trimmed with tulle lace and a small spray of hand embroidery worked across the front, they are attractive as well as practical—a combination not to be despised. Brighten the gowns with pale colored ribbons run through the tape.

## WORK FOR THE SUMMER DAYS

THERE are always a few hours of each day, during the summer, which can be devoted to needlework, and the clever sewer can supply her wardrobe with many dainty articles.

The hats of embroidered linen are particularly lovely this year, and the designs are so simple that they can be made in a short time. Soft materials are favored; therefore, the linen must be of sheer quality, and frequently batiste or barred flannel is used. One pretty model closely resembles in shape the pretty bowler caps, and only has the wire frame under the crown.

A circular piece is then cut from the material, large enough to cover the crown and extend beyond to form a brim two inches in width. In the center of the circle stamp an effective design, and repeat a motif of the same design about the edge of the brim. Pad the points and foliage, if it is a flower design, with darning cotton, and over this embroidery will be worked cotton of a medium quality. When the embroidery is completed, place the cap on the base of the crown and cover the points with a garland of pink silk ribbon.

If you prefer, the crown only needs to be covered with linen; the brim is then formed of two or three frills of pleated lace net or point d'esprit. It is a comparatively simple matter to successfully embroider a garment, for the material is already stretched taut. Designs can be tastefully applied to the sections of a parasol and you can embroider the entire space or just a border four or five inches from the edge. Pad the motifs heavily, for the embroidery is more effective if it stands out in bold relief; use mercerized cotton to cover the padding. By using embroidery is also attractive for decorating parasols and when combined with the solid result is very pleasing. Scallop and buttonhole-stitch the edges or finish with an edging of Irish crochet lace. The petticoats of crepe de chine have won a well-deserved popularity and are twice as dainty if made by hand. Purchase a reliable pattern and, using this as a guide, cut out the sections and join them, making French seams. Hem or face the bottom with a three-inch strip of the material and eight inches from the bottom attach a piece of finely pleated shadow lace, net, crepe de chine or chiffon. Mark this on if you desire to remove it when laundering the petticoat, for the ruffles seldom become soiled as quickly as the foundation. The foundation be trimmed with ruchings of ribbon or festoons of roses fashioned of silk or chiffon.

The frocks of gossamer materials require dainty cosmetics, and the loveliest of these are made of shadow lace, net, cotton or crepe de chine, and are elaborately trimmed with narrow pleated

### A Fancy Towel

AN UNUSUALLY handsome towel can be made of heavy linen tuck and coronation crochet insertion. Procure a huck towel of the size desired (the insertion is rather too heavy for the small guest towel) with hemstitched ends. Cut one end off about an inch and a half above the hem. On the raw edge of the towel and on the raw edge of the piece cut off, make the narrowest possible hem by hand. The coronation crochet to be used is that beautiful lace made by crocheting coronation braid into a design with heavy crochet cotton. It is quite as effective as cluny. Join the two pieces of the towel, after they are each hemmed, by whipping on to both small ends the strip of insertion. Only one end of the towel should be ornamented in this fashion, the hemstitching being sufficient for the other end.

### A Little Girl's Kimono

LOVELY kimono for a little girl can be made of rosebud challis in pink and white. The simple kimono style of the garment which is used is made infinitely more attractive by placing a few rows of smocking at the shoulders and across the back, to give a yoke effect. Use pink embroidery silk for the smocking. Hand embroider the neck, front from neck to hem, and the sleeves in pink silk scalloping. The scallops can be drawn with the assistance of a small spool. Place two small pink silk frogs on the front of the kimono to serve as fasteners.

son. There will be raw edges of tape at the ends, but these will disappear later.

Now place the thirty-inch piece of material upon the thirty-six-inch piece, both bottom tape-bound ends together, which will leave the six-inch extra length of the back piece projecting at the top. Run a good seam up both sides of the holder (the bottom is left open) on the machine. Hand sewing is not strong enough for the purpose. As this particular holder is to hold three umbrellas or parasols, it is divided into three compartments by two rows of stitching (double rows will make it more secure), run at equal distances, fastening the front piece to the back the entire length of the holder. However, if these three compartments were allowed to remain the same width at the bottom as at the top, the umbrellas would slide through. As it is, only the steel points that are to project about three inches or so through the bottom (with no openings—holes would soon be worn in the holder), diagonal lines of machine stitching must reach from the main lines of stitching dividing the compartments to the bottom of the holder, slanting toward the centers of the compartments and ending within an inch of each other. These will make the compartments somewhat funnel-shaped at the bottom. The unattached inch space between the two rows of stitching in each compartment forms the opening through which the steel points are to be slipped.

Next stitch a double piece of the material about 15 inches wide and fourteen inches long across the back of the six-inch projecting end of the material at the top, to reinforce it. The holes that are to be put into it later, proceeding a band with lace, the raw edges of the seams and the six-inch projecting end. A colored material, cut in bias strips, can be used to bind the holder instead of tape, if preferred. Sew the binding or tape on by machine. This means a row of stitching for the seams, which, of course, makes them doubly strong. Cut three holes about the size of a large pea in the projecting six-inch top, through the piece that was not across its back to reinforce it, and buttonhole them with coarse white cotton or colored string. Drive three wire nails into the inside of the skirt door, slip the buttonhole strings over them, and behold! the holder is ready to entertain three umbrellas or parasols, protect them from dust and keep them absolutely out of one's way.





### GOWNS FOR FORMAL WEAR

THIS season the designs for afternoon and evening costumes are varied so that any taste, no matter how critical, can be gratified. Primitive colors have given place to pastel and demitones in summer models, producing a pleasing relief from the more glaring shades.

The costume featured on this page is in soft tones of green. The material is chiffon taffeta. Closely resembling a bolero jacket, the bodice opens in front to disclose a vest of white tulle. An upstanding frill about the neck line resembles the Medici collar.

Bretelles of plain green taffeta in a darker tone are drawn over the shoulders. The ends disappear beneath the button-trimmed vest. Double frills of net and taffeta finish the elbow-length sleeves. A girdle of black satin clasped with a pink rose is drawn about the waist.

The skirt has a panel front which slopes gradually toward the hem. Three flat black buttons catch it to the foundation.

To produce the pegeot silhouette, the figured taffeta is draped over the hips.

A hat of green hemp, adorned with a large bow of black-and-white ribbon, and a parasol of rose-colored chiffon complete the costume.

The first little fashion sketch is a charming model for a coat suit of white serge. Next to this is sketched a handsome evening gown of moiré lace and chiffon.

The third sketch is an excellent suggestion for an afternoon frock of striped material combined with plain white.

Lace flouncing, silk and black ribbon velvet are effectively combined in the fourth sketch.

The drawing which the large model holds in her hand is a delightful quaint design for a frock of flowered crepe de chine.

Elizabeth Curran Paul

SUNDAY MORNING.

## HARRY THAW FROM

Stanford White's Slave Across Connecticut

Superintendent and Keepers...  
mit, but Return Without  
Thought to Be in Waiting to  
Wife Fears He Will Wreak

[BY A. P. NIGHT WIRE]  
ATTAUWAN (N. Y.), Aug. 17.—  
Harry K. Thaw, the slayer of  
Stanford White, escaped from  
hospital for the criminal insane  
at 7:45 o'clock this morning. A  
man in a white coat, who was  
seen through an open gate,  
led him into the open door of a pow-  
erful automobile that stood quivering  
in the shadows. A light like a rocket for  
the Connecticut State line, thirty  
miles away, accomplished his escape.  
Thaw was still at large and  
hospital authorities felt certain  
he would escape the State. Once he  
crossed the boundaries, Thaw is free.  
No litigation can bring him  
back and then only in one event—  
if he is adjudged insane in the  
State to which he has fled.  
The confederates manned the car in  
which Thaw escaped and a big black  
automobile which trailed it past the  
hospital gate. The police have their  
names and the names under which  
they appeared at a local hotel Friday  
night and are seeking them. Believe  
the hospital authorities of Long  
Island Sound and boarded a yacht,  
which was steam up, to rush him  
to New York.

REWARD OFFERED.  
A reward of \$500 for Thaw's ap-  
prehension has been offered by Dr. H.  
C. Kelly, superintendent of the psy-  
chiatric hospital at Middletown, the al-  
most at the gate, past whom Thaw  
passed in his break for freedom. In  
his own and other streets are  
expected to follow in the rigid investi-  
gation begun by Dr. Kelly.  
Thaw was drawn in the dor-  
mitory and the inmates were told  
he had been sleeping when Thaw  
was seen this morning. He was  
seen on the road outside of the  
hospital through the store room

## THE WORLD'S NEWS

THE FOREMOST EVENTS OF YESTERDAY  
MATTAWAN. (2) CARRANISTAS  
California Prize Winners at Ghent  
Conciliation. (5) Congress R  
(6) Russian Countess Hanged

INDEX.  
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SUMMARY.  
San Francisco. Wind at 5 p.m.  
70 mph. 11 miles. Thermometer,  
Fahrenheit, 77 deg. 27 deg. Fore-  
cast, Monday, light west wind.  
Weather report see last  
page.

CITY. Eight persons were in-  
jured, primarily, in a head-on col-  
lision of automobiles at Washington  
and Broadway boulevard last  
night.

The Southern California Veterans'  
association went into annual occu-  
pation at Huntington Beach.

The Los Angeles hostess of  
the annual convention of the  
Southern California Veterans' as-  
sociation did not know it was  
being held, the high, crisp visitor  
arrived at 5 a.m., thereby break-  
ing the management and evening  
dinner.

A California runaway escaped vic-  
tim of the bank of Long Beach yester-  
day, he declined to hold up his  
gun, but he had been shot.

The daughter of a railway  
engineer home yesterday only to  
find that they had been stolen.

The Board of Supervisors must do  
something to do in regard to the  
amount of \$200,000 for improved  
condition of the school, if the work is  
to be continued by the opening three  
years.

Three men, accused of being an  
"army" design direct assassinations,  
were taken to San Bernardino coun-  
ty jail yesterday.

Three men of Long Beach, who  
were taken to the county jail, were  
accused of being an "army" design  
direct assassinations.

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